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SATURDAY, OCTOBER 17, 1925.

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WAICHOW'S FALL

BORODIN GOES TO FRONT.

TROOPS MOVING.

Following receipt of the news by the Canton Government of the fall of Waichow, M. Borodin, the Soviet envoy, proceeded on the following morning by special train to Sheklung and thence to the front to make an inspection of troops on active service, and to offer his personal congratulations on the victory. He was accompanied by General Wu Te-ching, Ku Ying-fun, Chan Kung-pok, Soo Shiu-ching and Wong Kam-yuen. Eight Russians acted as their body-guard. At the railway station General Chang Kai-shek gave the party a hearty welcome, General Gallant being away at the front directing operations. It is said that at the inspection, M. Borodin personally thanked the rank and file for attaining the first objective.

POSITION OF TROOPS.

It is reported that a portion of the Hunan forces belonging to Tan Yen-kai have arrived at the rear of the railway station at Shek-tan, and made forced marches during the night to take up positions in the vicinity of Tsang Sing and Lung Wah, in order to intercept the advance of the allied forces under the command of General Chang from Ho Yuen. Detachments of the Cadet Corps have occupied the villages of Soo Chuen and T'it C'eng and its vanguards have reached Kwa Bong Shan, not far from Waichow, without any resistances. Evidently Yeung Kwanyu is on the defensive, waiting for further developments.

All along the Canton-Kowloon Railway, as far as Ping Ha, Loong Kong and other places, the Cadet Corps is in occupation of all important strategic points. From Loong Kong and beyond, the 1st and 2nd detachments of the Kuomintang Army, under the command of Generals Yu Ying-yang and Chang Wo, have taken up their positions. It will be remembered that these two generals were commanders under Hsu Sung-chi, and when their chief was stripped of his power, in order to prevent their troops from being disarmed, they retreated to their present positions.

There is another report that these two generals were persuaded to return to allegiance to the Canton Government through the mediation of Ku Ying-fun, and as a result, they were appointed Commandants of the 1st and 2nd detachments of the Kuomintang Army. It is rumoured that both of the Generals were later shot by order of Chang Kai-shek, for reasons not made known.

As to the allied forces, they are all on the move. Li Yik-biu has reached Pi-Mei and his forces have taken up a position in the vicinity of Poo Sum, Sam Dor Chook and beyond.

RAILWAY BUSY.

It is reported that the Canton-Kowloon Railway is now working under great pressure in transporting troops and equipment necessary for the army. The following is a report of the amount of transport work done by the railway:

On the 10th inst., the 3rd Regiment of the 2nd Division, over 3,000 troops.

On the 11th inst., three Companies of the Cadet Corps, about 500 strong; Aerial Corps of officers and men with aeroplanes and equipment; and an engineering Corps composed of 200 sappers.

On the 12th inst., Medical Corps comprising surgeons, nurses and

COMPANY MERGER.

CHINA PROVIDENT SCHEME REJECTED.

NO OPPOSITION OFFERED.

At the adjourned extraordinary general meeting of the shareholders of the China Provident Loan and Mortgage Company, Limited, held this morning at the offices of the General Managers, at which a poll was taken on the proposal to absorb the Hongkong, Tug and Lighter Company, Limited, it was decided by 31,366 votes to 3,757 to reject the proposal on its basis of three Provident shares for every five Tug and Lighter shares.

Mr. R. G. Shewan, who presided, said that the necessary voting papers were in the hands of shareholders who would vote "for" or "against" as they desired. Having read the resolutions on which the vote was being taken, Mr. Shewan added: "I may say in conclusion that the Consulting Committee and General Managers are in no way opposed to the Rev. Father Robert's proposals, and I hope, therefore, that all present will vote against the confirmation of these resolutions so as to get them out of the way and leave us free to make other arrangements."

The vote was then taken, Messrs. P. M. N. da Silva and Wong Tol-on acting as scrutineers. They later announced that the voting was 31,366 against the proposal and 3,757 for. The Chairman announced that the motion was lost and thanked those present for their attendance. The meeting then concluded.

LOCARNO PACT.

FRENCH CABINET'S UNANIMOUS APPROVAL.

Paris, Oct. 16. The Cabinet has unanimously approved of the Locarno Pact and has congratulated M. Briand.—*Reuter.*

ALL POINTS SETTLED.

Locarno, Oct. 16. All points in dispute, including the Eastern question, have been settled, and the document embodying the Security Pact and various Arbitration Treaties are at present being typed for initialling.—*Reuter.*

THE PACT INITIALED.

Later. The Pact has been initialed.—*Reuter.*

A HAPPY BREAK-UP.

Locarno, Oct. 16. The concluding stage of the historic conference was marked by the appearance of M. Briand and Herr Stresemann at the window of the conference hall, which aroused great enthusiasm among the spectators below. All the delegates were very warmly greeted as they proceeded to their cars, especially Dr. Luther and Herr Stresemann, who were looking happy, but the greatest ovation of the day was reserved for Mr. Austen Chamberlain, who entered his car holding the protocol aloft.

Mr. Chamberlain, speaking to the British journalists, expressed the sole regret he felt, that the nations represented were unable to hear the moving declarations at the close of the conference. The words of Herr Stresemann and M. Briand would remain an imperishable memory.

Locarno is in fête, public buildings being illuminated. The famous monastery of Madonna Del Sasso, on the hillside, with the word Pax across the front, presents a brilliant spectacle. It is stated that the various Foreign Ministers will meet in London in December to sign the pact.—*Reuter.*

pital and other equipment including ambulance and sanitary corps composed of 200 men.

On the 13th inst., Red Cross Society, field telephone Corps, ammunition, provisions, in great quantities and a large batch of transport coolies.

PAKHOI NEWS.

NEW ELECTRIC LIGHT COMPANY.

(Our Own Correspondent).

Pakhoi, Oct. 12.

For some time past it has been evident that the electric light supply for the town was in need of improvement. The machinery in use by the present Company is both old and out-of-date. A new Company has just been formed with a capital of \$50,000 to supply 5,000 lights. New machinery will be installed on a site far from the Customs Office. The old Company has sold out (it is stated) for a sum of \$8000.

In consequence of the blockade of British shipping at Canton, and the prohibition against boats calling at Canton via Hongkong, the s.s. Limchow sailed from here direct to Canton, and did not make her usual trip to Hongkong.

There has been considerable movement of troops within the last day or two. General Tang Poon-yan is concentrating his forces on the Kowhow-Yeungkong border. It is stated that General Tang's forces are in league with General Chan King-ming, and that it is his intention to join in the anti-Bolshevik movement. General Sam Po-fan's troops are in control in this territory.

COAL ENQUIRY.

QUESTION OF BETTER MACHINERY.

London, Oct. 16. The coal commission adjourned until Oct. 27th, after Mr. Ernest Gowers had been closely examined by Sir Herbert Smith. Mr. Gowers agreed that the time must come when the coal output would drop continuously, unless new and up-to-date machinery were introduced. He stated that the output per man per shift in Great Britain was 17½ hundredweights. Mr. Gowers was understood to agree that "other costs," including directors' fees and managers' salaries, had risen out of proportion to wages.

Replying to Sir W. H. Beveridge with regard to the possibilities of increasing the output by the introduction of more and better machinery, Mr. Gowers agreed that great hopes lay in that direction. Mr. Evan Williams said the owners were contemplating the matter. Sir Herbert Smith retorted: "Ever since we have known you, you have been contemplating it." Mr. Williams replied that the owners had greatly increased the number of machines.—*Reuter.*

ESTHONIA'S LITTLE DEBT.

A FUNDING AGREEMENT.

Reval, Oct. 16. The Government has authorised the Minister at Washington to conclude an agreement funding the Estonian debt to America amounting to fourteen million dollars, on the lines of the Polish-American debt settlement.—*Reuter.*

RUSSIAN OIL.

SALES TO GERMANY.

Berlin, Oct. 16. One of the first results of the conclusion of the Russo-German Commercial Treaty is the renewal of the Russo-German agreement for the supply of petroleum, between the Deutsche Erdöl Company and the Russian foreign trade organisation.—*Reuter.*

THE PRINCE'S RETURN.

SCENES OF GREAT ENTHUSIASM.

LONDON'S WELCOME.

London, Oct. 16.

The Prince of Wales returned to-day, on H.M.S. Repulse which berthed at Portsmouth punctually at noon amid the salute of guns and the cheers of the populace who were occupying every vantage point. The Prince of Wales waved his hat from the bridge, and as it was raining hard the Prince invited the Mayor and Corporation of Portsmouth aboard the Repulse, where they presented an address congratulating the Prince on the conclusion of his tour and expressing the belief that his visits to West Africa and South Africa were of inestimable value in uniting and strengthening the Empire, and that the visit to South America would cement the friendly Anglo-South-American relations.

The Prince of Wales, replying, said that his reception everywhere was most kind and most hospitable. Subsequently, in pouring rain, the Prince was piped off warship and amid loud cheers and the crash of bands he entered the royal train for London obviously touched by the warmth of his reception.

Their Majesties the King and Queen, Princess Mary, Prince Arthur, the Duke of Connaught and other royalties, members of the Cabinet, and diplomats welcomed the Prince of Wales, who was accompanied by the Duke of York and Prince Henry who had met their brother at Portsmouth, on his arrival at Victoria at three o'clock in the afternoon. The Prince, in the uniform of the Welsh Guards greeted the King affectionately and kissed the Queen. On the conclusion of the formalities, the drive to the Palace occasioned wild scenes of enthusiasm and loud cheers.

There was a remarkable scene at Buckingham Palace after the return of the Prince of Wales. An enormous crowd in front of the Palace shouted the chorus "We want Our Prince." Finally, their Majesties, the Prince of Wales, Princess Mary and Viscount Lascelles, the Duke and Duchess of York, the Duke of Connaught and Prince Arthur appeared on the balcony. The King and the Prince stood for a few moments bareheaded bowing and smiling. The Prince of Wales repeatedly waved his hand to the crowd amid tremendous enthusiasm.—*Reuter.*

CANTON CONDITIONS.

THE POSTS AND TELEGRAPHS.

A recent visitor to Canton, commenting on the postal service there, says the entire system is badly conducted. Since the strike of its employees, which was about a month ago, the deliveries of the mails have been very irregular. Even express mails are not delivered any quicker than the ordinary mails. It is frequent occurrence that local letters take from two to four days to be delivered. Although mails are now under strict censorship, still matters could be expedited if affairs were better conducted. Since the settlement of the strike, the times for receiving and delivering mails have been reduced from three to five a day. Now that the deliveries have been reduced, the messengers are demanding that only a certain fixed amount of mail should be delivered on each round. It is thus no wonder that letters are so much delayed.

As to the Telegraph Administration, there is much to criticise. The spirit of enterprise is nowhere apparent. An attempt to go on strike was made by the operators, but this was quashed by an order of the Ministry of Communications. One of the most extraordinary and exorbitant forms of taxation is to be found in a tax of 50% on the cost of the telegram. In and of the educational institutions in Canton.

IN THE NORTH.

CHANO TSO-LIN TO MOVE.

TSINGTOA ANXIOUS.

Tsingtao, Oct. 16.

Further anxiety has been caused by the arrival of three more Chinese warships this afternoon.

The squadron, and the military authorities negotiated all day without result.

It is believed that the local crisis is linked up with the Shanghai situation, and if the warships are granted pay and supplies they may sail to join General Sun Chuan-fang.—*Reuter.*

[A previous telegram stated that two gunboats had arrived at Tsingtao and threatened to shell the city if the arrears of pay were not met.]

CHANG TSO-LIN'S PLANS.

Peking, Oct. 16.

The railway authorities are not issuing through tickets from Peking to Shanghai to-day.

It is widely reported this evening that Marshal Chang Tso-lin is leaving Mukden for Tientsin very shortly.—*Reuter.*

CANTON NOTES.

PROTEST BY MERCHANTS.

Some interesting facts are now disclosed regarding the Central Bank in Canton, which is a Government institution for the collection of revenues, and for the disbursement of expenditure. Sung Tze-ven is the Director-General of this Bank, and concurrently is the Minister of Finance and Commissioner for Trade. Prior to the war operations on the East River sector, it is said the Bank put into circulation \$3,000,000 of its own bank notes, with a working capital of \$100,000 in subsidiary coins.

At first, these bank-notes were not received with favour, and the market reluctantly accepted them at a high discount. Placed in such a position, the Government employed measures to force the circulation in the market by penalising any one refusing to accept the notes at their face value, and by ordering all Government receiving offices, the railway, the telephones, the telegraphs, post office, and other offices to accept only these notes for payments. These measures had the effect of stimulating the circulation to a great extent. But since the carrying on of war operations in the East River sector, the Bank has placed another three million dollars in the market for circulation, and some members of the Chamber of Commerce are protesting against this increase of issue, which may lead to an unlimited amount. Merchants through their respective Chambers of Commerce are calling meetings to discuss ways and means to preserve financial stability.

"LAOMEDON" SAFE.

ARRIVES AT SUEZ.

London, Oct. 16. It is reported from Port Said that the steamer Phœnix has arrived at Suez towing the Laomedon which was earlier reported to have lost her propeller.—*Reuter.*

TRAIN MYSTERY.

COURIER'S BODY FOUND.

Moscow, Oct. 16. The body of the Lithuanian courier who disappeared from a train between Sebej and Moscow, has been found. A Government enquiry has been arranged.—*Reuter.*

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that a branch of Bessie's Bar is to be opened amongst the palms on the lower Peak Tram Station.

We don't think much of the suggestion that a taipans' Bowls Club be formed. Fancy a taipan going down on his knees!

It will take a lot more of those great pianists at our Theatre Royal before jazz is killed in Hongkong.

Market Report.—Pedestrians during the holiday showed a downward tendency.

Canton demands justice. It probably, however, will not be subjected to any such severe treatment.

Canton merchants are chary of these guilt-edged securities.

"No Serious Walk-End Accidents," says a local newspaper. This may be taken to mean that no r-oyster-ers have strained their mussels.

Judging from the number of times they get executed, some of these Canton generals must have nine lives.

"Shroff Wanted," says a Telegraph headline. They must be getting more popular.

There are to be attractions for "care-free gentlemen" at the coming M. C. L. bazaar. We should have thought it would be a hard job to find any of this species in Hongkong just now.

If they shift the exit of the lower Peak Tram station much higher up, the man who comes down from Kennedy Road will find himself back to the point where he started.

Judging from the number of fines inflicted on motorists, the Hongkong Government is losing sight of no possible source of revenue.

Peak Hotel residents who are distracted by the gallant naval officer assuring them that he really won't, wish he wouldn't.

These Kelvinators are all right, but did you ever say "Good morning" to a stranger on the Peak car?

The Post refers to the methods employed by the Australians in Italy during the last century. But this isn't so bad as the newspaper which spoke of the Turkish atrocities in America.

Easy Street is no longer off Queen's Road.

Bowler hats to be fashionable this year must have Dents in them.

The only trouble about a Labour Government in Canton loocoon is that it won't work.

Our flappers would dress sensibly if the men were insensible.

If de Pinedo arrives in the early morning, we're likely to have several more letters about this confounded early flying.

The number of bulls killed this week in this office would provide with enough tournados to last a couple of years.

Soviet money talks too much.

These days it's a toss up whether the Bolshevik or the moth is most hated.

How's your blue suit?

Hongkong ladies are beginning to wonder where they saw these fashions before.

The ultra-conservative on our Board of Education were beginning to fear that their worst hopes wouldn't be realised.

Professor John Joly states that there is enough salt in the ocean to cover all the land to a depth of 400 feet. It is anticipated, however, that this depth will be lessened when everybody has swallowed the story cum salt.

Naturalists will be interested to learn that wild life in Shanghai is slowly disappearing.

But wait till the bowlers go back!

It occurs to us that one possible reason for this East River war dragging on so, is that Chan King-ming is reluctant to have a modern peace imposed on him.

It is not always true that opposites attract for most of the hard cash these days is not in soft hands.

The difficulty in training Chinese to be Nationalists is to find a really good working model.

Next to struggling with a bull, the best thing that could happen is to have someone else kill it.

Now that the Kowloon Hospital will soon be open, pedestrians can be more careless than ever.

The doctors have certified that a local bowler is suffering from traumatic neurosis. He must have been at Taipo last Sunday.

Wearers of Oxford pants should keep away from baseball matches. Rouser cables that one of the Pittsburgh outfielders has smashed a two-bagger.

Our chief butcher kills many a Bull on sight.

If Happy Valley residents grumble much more, Kowloon people will begin to get jealous.

The man who lost a bet the other night that the "Star" ferries were two-funnelled, has our sympathy.

The way Chang Kai-shek is commandeering these transport coolies, it looks as if Kwangtung is about due for an outbreak of foot and mouth disease.

The difference between ordinary and bargain prices in many Hongkong shops is not marked.

According to the Yacht Club's annual report, electric bell communication has been installed between the bowling green and the "bar." Nothing like preserving contact.

A Hongkong pork butcher is the head of the Picket Corps in Canton. Doubtless he manages to get away with the bacon.

A contemporary refers to the troubles in "Moocoon." Let's hope it doesn't spread to Kowloon.

If mosquitoes count for anything, Hongkong is a summer, really if the men were insensible.

Another of the things revealed by our Government Gazette is the have several more letters about awful middlees belonging to some of our Cadets.

Appropriately enough, we are now entering the open season for the sales of work.

Signs of Normality.—Watchbow has again fallen.

A snake recently bit an American tourist in India. But it might have been worse; suppose it had bitten him at home.

Conditions are improving. Two years ago there was a shortage of bananas, last year a shortage of rain, and this year a shortage of songs.

Synthetic beefsteaks made from cotton seed are forecasted. Touring to fear that their worst hopes wouldn't be realised.

NOTICES.

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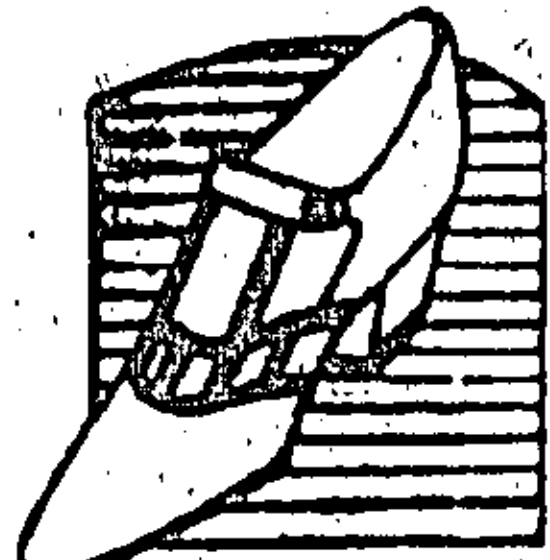
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EARLIER TELEGRAMS.

THE PRINCE OF WALES.

London, Oct. 16.

Everything is in readiness to give the Prince of Wales a thun-
derous welcome to-day on his return after an extremely successful
tour. "Britain's Greatest Ambassador" is the text of newspaper
leaders and full page articles recounting the stages of the tour and
extolling new friendships made and old friendships consolidated;
especially in South Africa where the popularity with which he was
greeted alike by the Dutch, British, Indians and natives made the
visit a landmark in the relations between Britain and the Dominions.
Later.

The Prince of Wales aboard the Repulse arrived at Portsmouth
at noon on his return from his tour through South Africa and South
America. The Repulse was escorted by destroyers and flyingboats.
There was a slight haze and a drizzling rain. The ships in harbour
were dressed with flags and the crews of the warships in harbour
manned ship and heartily cheered.—*Reuter.*

THE LOCARNO CONFERENCE.

Paris, Oct. 16.

The papers rejoice at the happy issue of the negotiations at
Locarno and state that the value of the Security Pact will be con-
tingent on the loyalty of the signers.

Le Petit Parisien says that a great step has been made towards
Europe's pacification because from the beginning of the negotiations
the nations were able to establish between them a sympathetic at-
mosphere and entire solidarity. M. Briand and Mr. Chamberlain
acted a great part with success.

Figaro remarks that the Pact means Germany's final and solemn
renouncement of Alsace-Lorraine.—*Havas.*

LONDON TALKS TO NEW YORK.

London, Oct. 16.

A direct London-New York telephone exchange is about to be-
come a reality with the announcement that the contractors have com-
pleted the transmission station at Rugby. The receiving station at
Chesham, Somerset, has successfully demonstrated the possibility of
conducting the service, which has only awaited the completion of
the Rugby station. It is stated the cost of a three minute conver-
sation by any telephone subscriber in London will probably not exceed
twenty shillings.—*Reuter.*

TSINGTAO'S TROUBLES.

Tsingtao, Oct. 16.

Tsingtao experienced a night of terror last night when two gun-
boats threatened to shell the city after their demand for pay, several
months in arrears, was only partly met. It was feared that the
sailors under cover of the ship's fire would try to effect a landing and
loot the city. The consulates and public buildings were heavily
guarded. The military authorities sent an ultimatum to the gun-
boats to surrender and negotiations are proceeding.

AMERICAN NAVAL ACCIDENT.

San Diego, Cal., Oct. 16.

Another submarine has narrowly escaped disaster. While com-
ing to the surface after executing a tactical manoeuvre, submarine
No. 25 with her nose up, rammed a minesweeper. The submarine
lost her periscope and aerials but did not ship any water. Several
plates of the minesweeper were stove in. Both reached port safely.
—*Reuter's American Service.*

THE SHIPPING STRIKE.

Sydney, Oct. 16.

At a mass meeting of strikers it was decided that the representa-
tives of the seamen at the compulsory conference should inform the
conference that in justice to their powers they cannot participate in
the negotiations while any of the strikers remain in gaol.—*Reuter.*

ITALIAN POLITICS.

Nice, October 16.

The committee of the Radical Party in Congress, after an animat-
ed debate, adopted a motion calling on the delegates who were
elected to the Chamber to support the Government.—*Reuter.*

elected to The Chamber to support The Government.—*Reuter.*

HOLLAND-AMERICA LINES ASHORE.

Victoria, B. C., October 16.

The Holland-American liner Rodyk is stranded off Bentick Island
with her number one hold and forepeak flooded. It believed she is
grounded fast. A salvage steamer is standing by.—*Reuter's
American Service.*

LITHUANIAN COURIER DISAPPEARS.

Moscow, Oct. 16.

While travelling between Sebej and Moscow yesterday a
Lithuanian diplomatic courier disappeared from the train. His official
and personal baggage was handed over to the Lithuanian mission
at Moscow.—*Reuter.*

INCITEMENT TO MUTINY.

London, Oct. 16.

The Communist leaders Gallacher and Bell mentioned on the
15th were brought up at Bow Street this morning on a charge of
conspiracy and offences under the Incitement to Mutiny Act. They
were remanded for a week in bail of £100 each.—*Reuter.*

ROBBERY AND
KIDNAPPING.JUNK AND CREW TAKEN BY
ARMED MEN.

Master's Escape.

From Lan Tau Island, comes the
report of an armed robbery and
kidnapping, committed on Wednes-
day, when eleven Chinese members
of the crew of a junk were taken
captive by a gang of armed men,
who sailed away with the junk in
the direction of Cheung Chau, or
Macao.

The report received on Thurs-
day stated that of the whole
of the crew of the junk, only the
master managed to escape from
the hands of the robbers.

The men, boarded the junk
whilst it was being loaded with
stones at the sea wall at the Kau
So Wan Village, on Lan Tau
Island. Armed with revolvers
they ordered the crew to hoist the
sails and leave the island. The
master slipped overboard unnotic-
ed by the robbers and swam ashore.

The junk was headed in the
direction of Cheung Chau and the
eleven men who were on board
have not been seen since.

CRICKET.

AUSTRALIAN TEAM FOR TEST
MATCHES.

Sydney, Oct. 2.—The Australian
Board of Control has appointed
Collins, Ryder, and Hill as selectors
of the Australian cricket side for
the forthcoming visit to England.

Fifteen players go to England.
The Board has decided to inform
the Marylebone Club that the eight-
ball over and the system of tossing
the coin to decide the choice of
innings should be retained.

Johannesburg, Sept. 30.—The
South African Cricket Association
has invited the Australians to break
their homeward journey at the Cape
next autumn and to make a brief
tour of the Union.

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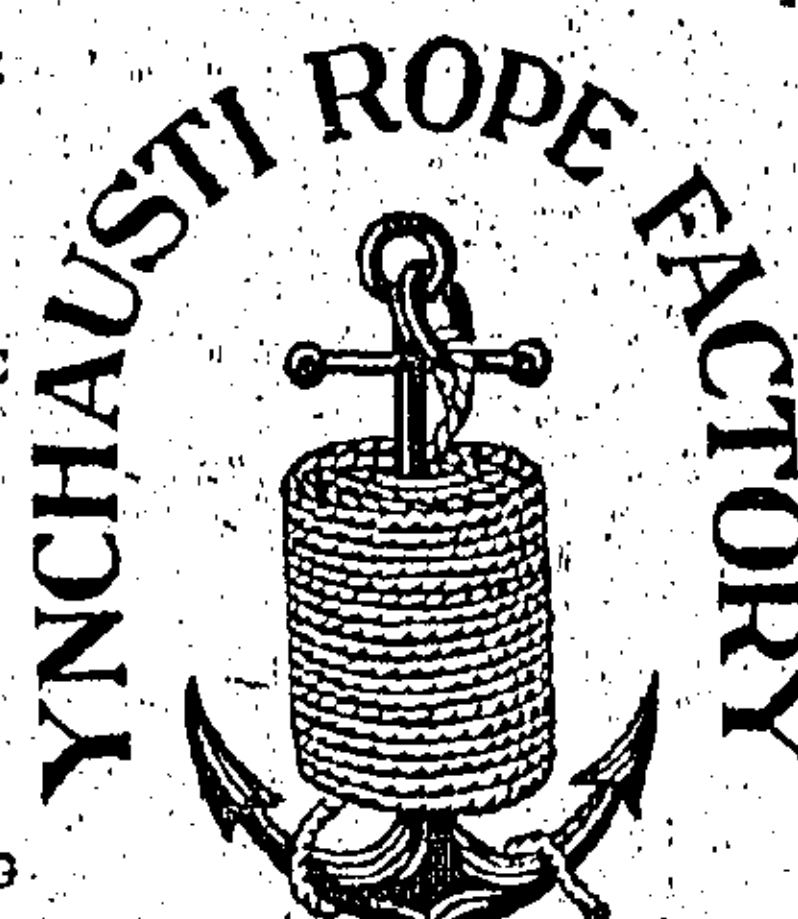
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FACTORIES:—MANILA P.I.

HONGKONG OFFICE: KING'S BUILDING.

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ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-
deposition of Metals in Hongkong places us in a position to
offer reliable and efficient service for the plating of
articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and
Oxidized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

Electrical Engineers,

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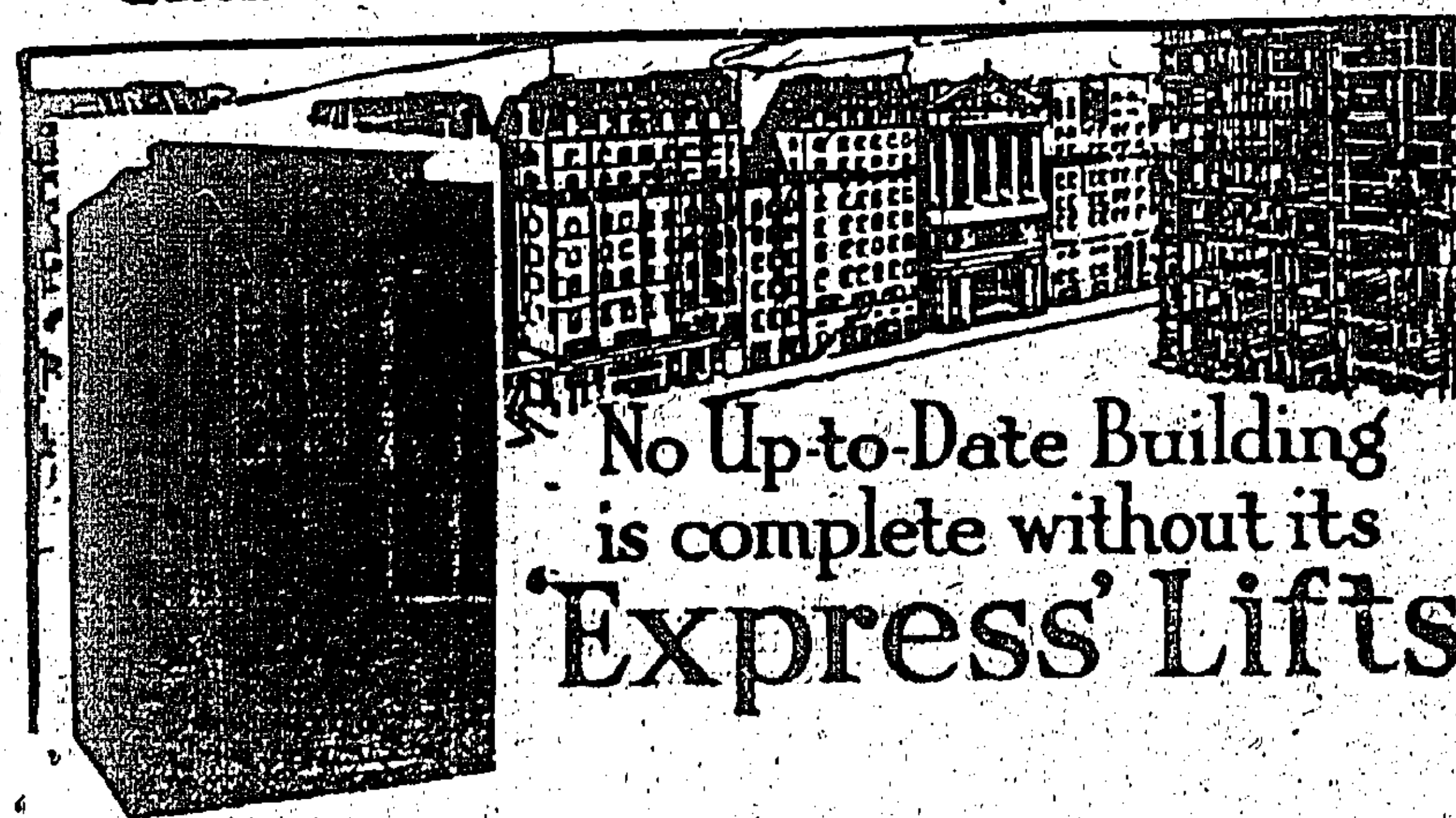
Hongkong.

THE "AUTOMATIC" FLOOR-LEVELLING DEVICE CAN BE FITTED
TO LIFTS WITH PUSH BUTTON CONTROL,
DUAL CONTROL,
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ESTIMATES FREE
EVERY LIFT MADE BY THE
EXPRESS LIFT CO.
IS FULLY GUARANTEED BY

THE GENERAL ELECTRIC CO.
OF CHINA

Queen's Buildings,

Hongkong.

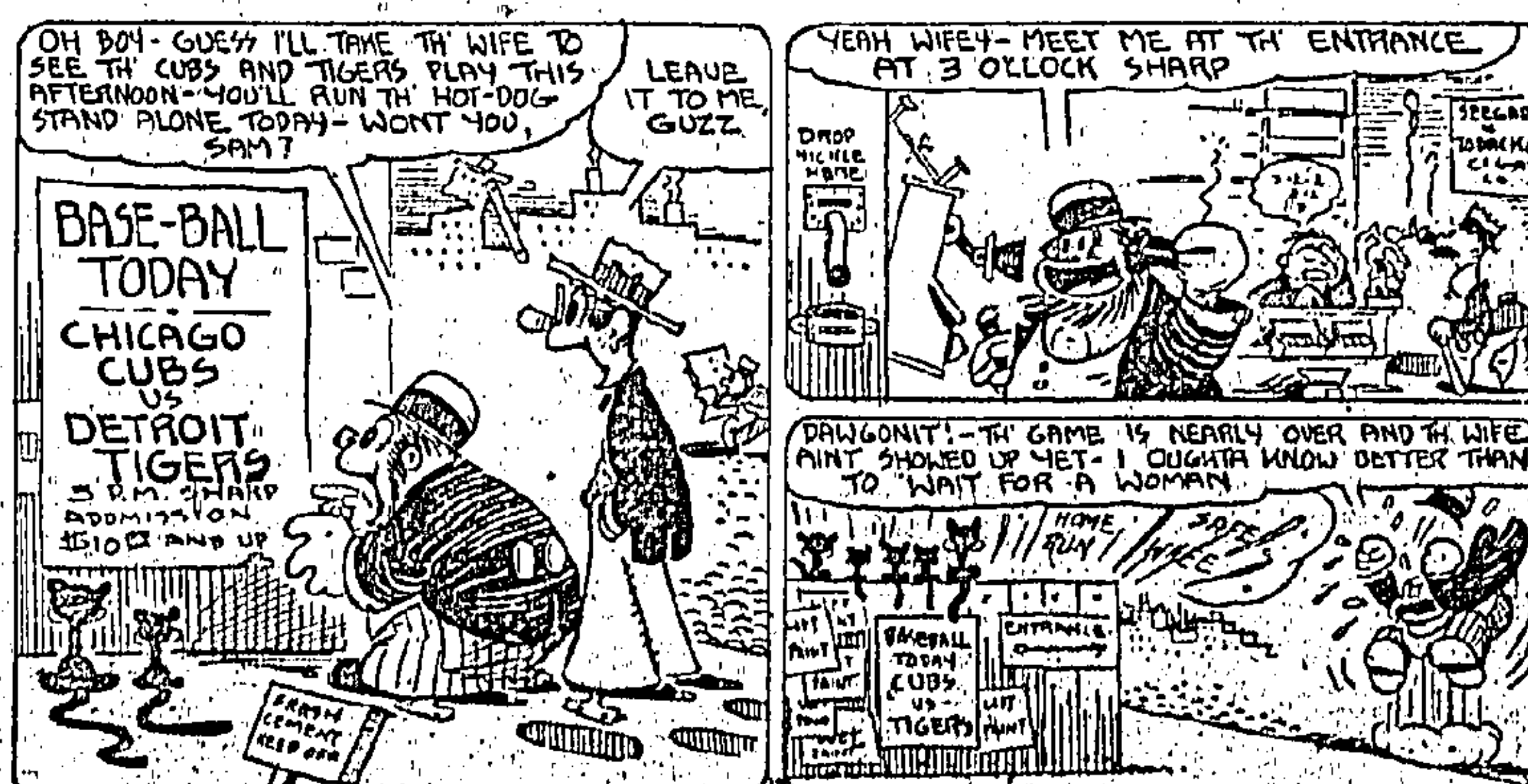


Weakly children

quickly grow
strong and sturdy
when they take
SCOTT'S Emul-
sion. Watch them
grow stronger, day
by day, as they
take

Scott's
Emulsion
It brings health to all.

SALESMAN SAM.



Why Husbands Go Koo-Koo



By Swan.

REGAL NEW-PROCESS RECORDS

BY WILL FYFFE

- G.7987 { UP AMONG THE HEATHER
I'M TIGHT, TOO
- G.7800 { MAGGIE
NEW YEAR'S DAY
- G.8311 { GIVE MY KIND REGARDS TO UNCLE SANDY
LET'S SING AULD LANG SYNE
- G.8312 { TOBERMORY TREASURE
COME AND HAE A WALK W' ME
- 961 { I BELONG TO GLASGOW
I'M 91 TO DAY

AT

ANDERSON'S

For your floor - furniture - and
every domestic article requiring
a smooth and varnished finish

"Wilheyla"

Oil Varnish Stains

Oaks - Walnut
Mahogany - Satinwood
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Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS—

S. C. LAY & CO.

Alexandra Building. Telephone C.763.

Wilkinson, Heywood & Clark

SHANGHAI. HONGKONG.

ROYAL HONGKONG YACHT CLUB.

A SUCCESSFUL YEAR.

Appointment of New Officers.

The Commodore, Captain T. Arthur, presided at the annual general meeting of the Royal Hongkong Yacht Club last evening at the Club house. Also present were Vice-Commodore E. W. Carpenter and Rear-Commodore A. L. Shields and the following members of committee, Commodore A. J. B. Stirling C.B., R.N., Dr. E. P. Minett, Mr. E. Cock, Mr. P. M. Hodgson, Mr. R. L. Moncrieff and J. L. Adams (sailing secretary), Mr. A. W. Tickle, (hon. sec.) and Mr. A. Ritchie (hon. treasurer).

The chairman proposed the adoption of the report and accounts. In so doing he said, there were a few items in the report which he would like to comment on. The working account showed income down by approximately \$1,070 from last year's figure, while expenses had decreased by \$630, thus making their profit some \$440 less.

On the income side marked decreases were shown on the bar of \$450 and subscriptions of \$400 and the absence of profit on sale of slipway gear of \$140. There was, however, an increase in interest of \$50 on a further sum of \$1,000 on fixed deposit. Turning to the expenditure side there were increases such as general expenses \$100, printing and stationery \$100 and yachting expenses on account of the Shanghai Interport \$120.

Against these wages were down by \$230, bowling and fowling expenses by \$100 and \$80 respectively and as there was no extraordinary expense in repairing typhoon damage this year. They had a decreased expense of some \$540 under clubhouse maintenance.

Local conditions during the past few months had not helped the Club and though profit was small he thought it very satisfactory and possibly a sign of good management, as after all, they were only out to pay their way. (Applause). If they did much more their cause is lost, as the most successful of

clubs are usually hard up. (Laughter). With entrance fees and the generous donation of \$700 from Mr. George Potts towards improvements, reserve had increased by \$1,674.84 and as it was in that Account that their strength could be measured.

Flourishing.

The Club was undoubtedly flourishing, a fact which proved itself by the number of new members being enrolled for the Sailing, Rowing and Bowling Sections and he was confident that that state of affairs would continue so long as the members showed the same enthusiasm in the future as they have done in the past. (Hear Hear). He thanked the various committees and members of the Club for the assistance and support they had so generously given him during the time he had been privileged to be Commodore. Without detracting from the good work put in by others he wanted to make a special mention of the honorary secretary and treasurer Mr. Tickle and Mr. Ritchie whose untiring efforts contributed so much to popularising the Club.

A Past Commodore.

He wished to refer to the coming departure of an old member and past commodore, Sir Claud Severn. He was commodore in 1916 and 1917 and his services were always at the disposal of the Club and his interests in its various activities unbounded. (Hear Hear).

His year of office had drawn to a close and he wished them all to know how much he had appreciated the honour of being associated with them as Commodore and his best wishes went to his successor.

The proposal was seconded by Dr. Minett and carried unanimously.

New Officers.

The following officers for the coming year were then elected: Commodore, Mr. E. W. Carpenter; Vice-Commodore, Mr. A. L. Shields.

Rear Commodore, Capt. A. W. Davidson, R.N.R.

Sailing committee, Captain T. Arthur, Commodore A. J. B. Stirling, C.B., R.N., Messrs. H. S. Rouse, J. L. Adams, C. E. L. Griss, A. W. Van Andel, H. J. Pearce,

THE KUOMINTANG.

OVERSEAS CHINESE REPUDIATE CANTON CLIQUE.

General Chan as Chief.

Overseas Chinese are beginning to realise that there is no more Kuomintang in Canton, the party having been absorbed by the Russian Bolshevik party. The Chi Kung Tong, the largest and most influential overseas Chinese organization, has decided to discontinue supporting the Kuomintang party in Canton and to elect General Chan Kwing-ming as their President and General Tang Chi-yao as vice-President.

This overseas Chinese organization, of which there are more than 100,000 members, consisting mostly of Chinese in North and South America, has hitherto been affiliated with the Kuomintang and for some years has given considerable support to this political party. The Kuomintang depended on this organization largely for its financial resources.

Since the massacre of Cantonese merchants in Saikwan last year and the introduction of Russian Reds to Canton members of the Chi Kung Tong, most of whom are Cantonese, decided to find a leader who can govern their native province better. They have addressed a formal communication to General Chan requesting him to be their Chief.

G. R. Edwards, F. G. Vaux and F. D. Tracy.

Rowing committee, Commodore A. J. B. Stirling, C.B., R.N., Hon. Mr. McL. Messer, Dr. E. P. Minett, Col. Coates, Messrs. R. L. Moncrieff, F. J. Easterbrook, H. R. Forsyth, A. C. Groves and E. S. Carter.

Bowling committee, Messrs. W. S. Dixon and W. D. Jamieson, Hon. Librarian, Mrs. H. S. Rouse, Hon. Treasurer, Mr. H. R. Cleland, Hon. Secretary, Mr. F. Oliver.

FIRE PROTECTION

Is your house provided for in case of FIRE?

If not, you should lose no time in installing the simple, economical and **SURE** safe guard:—

FOAMITE-FIREFOAM

Full Particulars

from—

THE UNITED

ASBESTOS

ORIENTAL

AGENCY LTD.

2, Queen's Bldgs.

Tel. C. 236.



TO AMERICA

Booking made on all Trans-Pacific Lines. Through tickets to any destination in United States or Canada. Through tickets issued via Suez Route and Europe. All tickets issued at tariff rates. Overland trips through North China, Korea and Japan arranged.

Baggage and Accident Insurance.

Carry American Express Travellers Cheques.

For complete information apply,

THE AMERICAN EXPRESS CO., Inc.

4A, Des Vœux Road, Central.

Telephone C. 4625.

IT IS NECESSARY

to remember in times of trade depression that a man owes

PROTECTION

to his family more than in prosperous times.

A WHOLE LIFE POLICY

with a premium at minimum rate as issued by

CHINA UNDERWRITERS, LTD.

will give this needed protection.

Full particulars of this policy can be obtained from the Life Assurance Department of the Company at their offices St. George's Building. Phone C. 1122.

Yee Sang Fat Co.

JUST ARRIVED
SMARTDresses,
Costumes

and

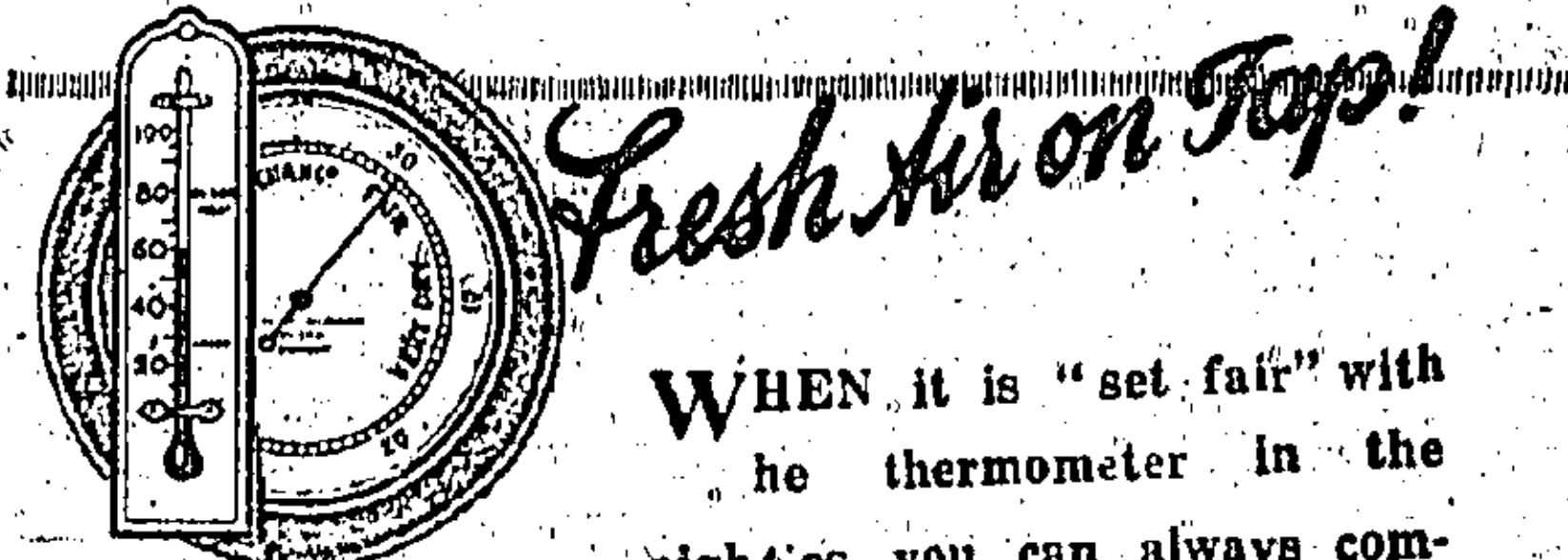
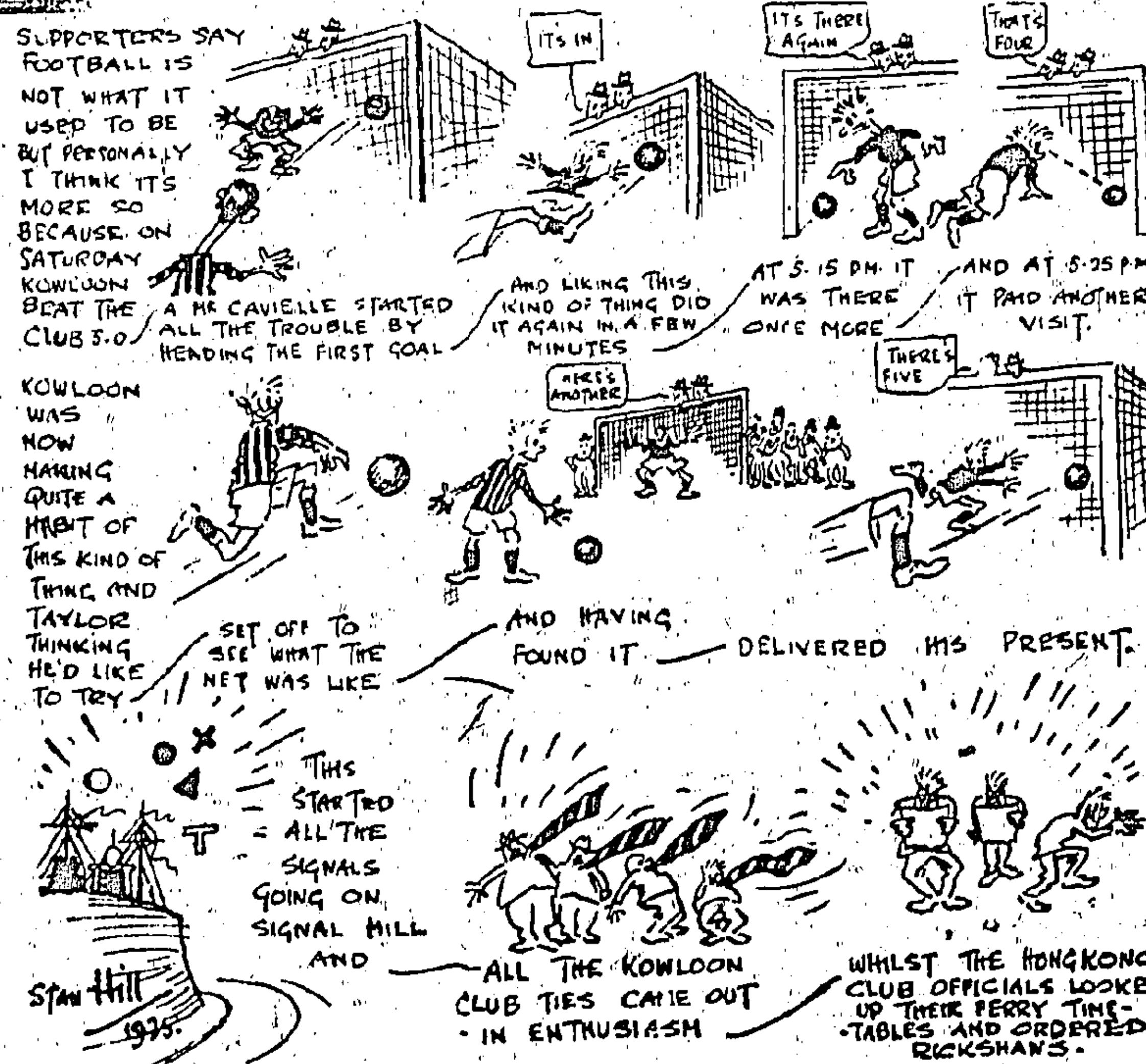
Millinery.

Prices Reasonable

See Our Window For Display

OUR FOOTBALL CARTOON.

(By Stan Hill)

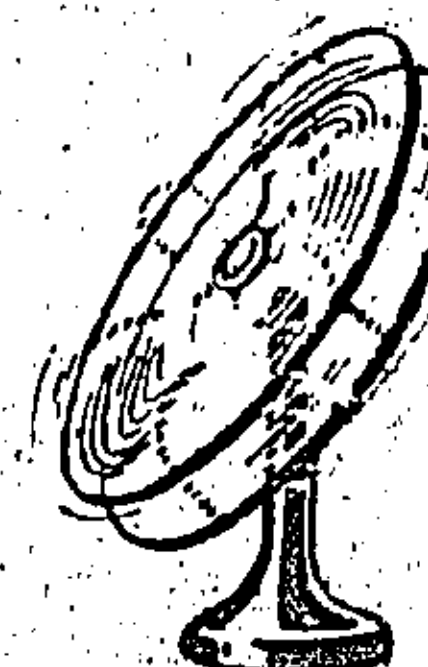


WHEN it is "set fair" with
the thermometer in the
eighties you can always com-
mand a refreshing breeze from
your

Electric Fan

It will keep you fit until holiday-time, and
sustain you at concert—pitch afterwards.

One unit of electricity will drive a small
fan for 20 hours.



THE CHINA LIGHT & POWER

Co., (1918) Ltd.

SHOWROOM:—62, Nathan Road, Kowloon,
Telephone No. K. 677.

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

ESTD. 1884

METAL GOODS and HARDWARE.

Tel. No. C. 1993

119 Jervois Street

FRECKLES AND HIS FRIENDS

There Now!!

By Blosser

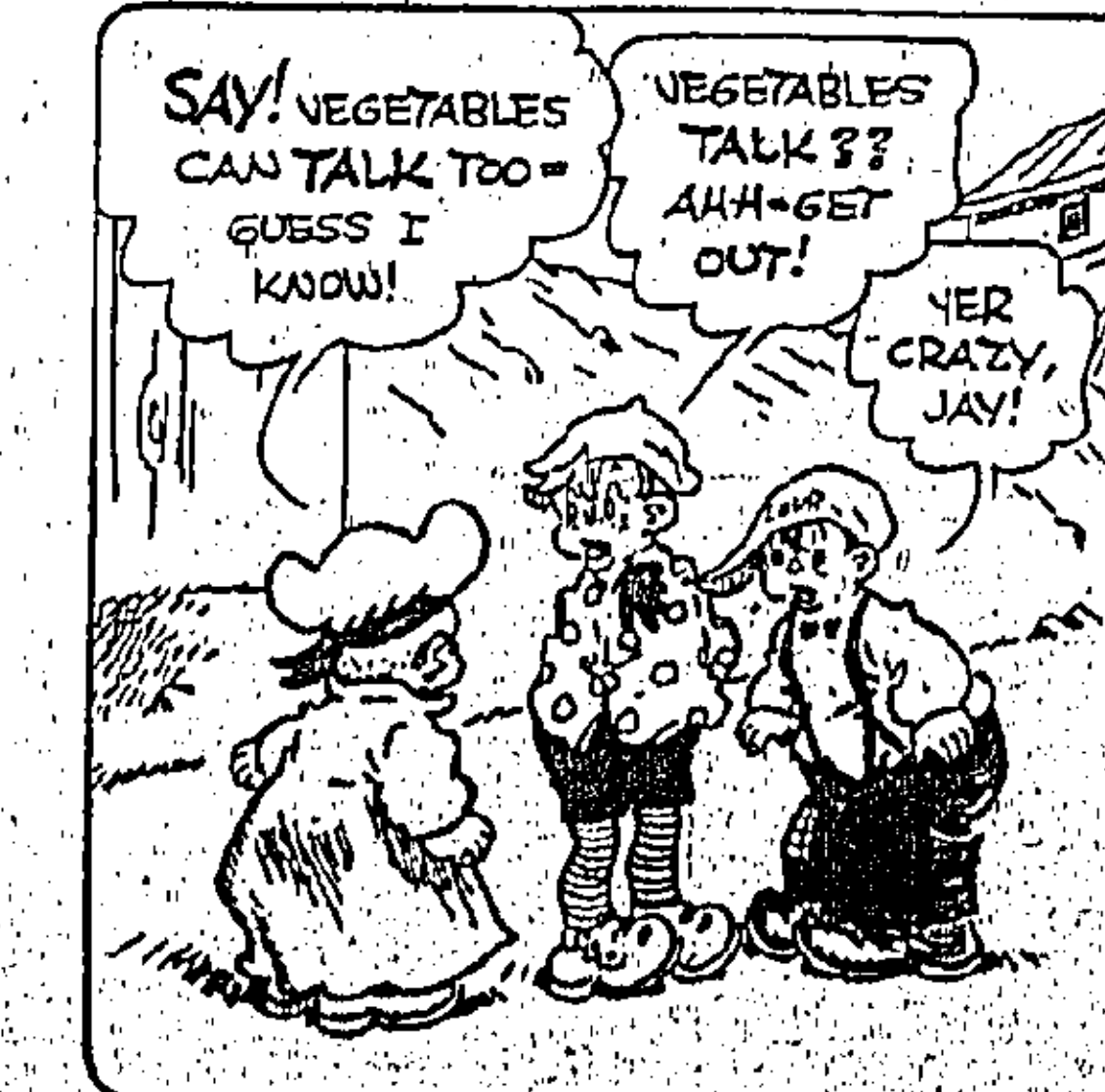
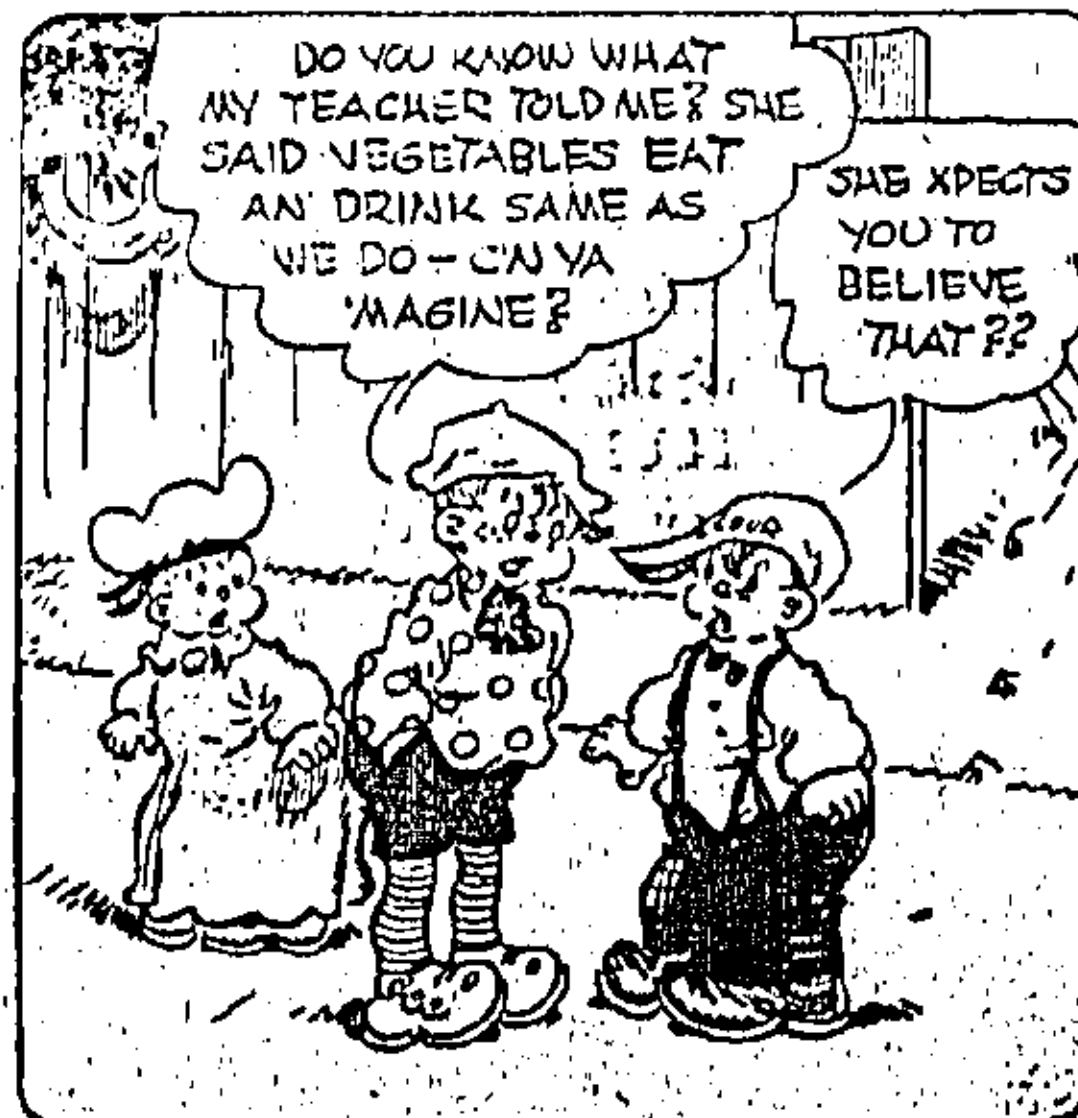
NURSERY NOTICE!

Baby must have

LACTOGEN

every two hours.

Watch the Child Grow.



NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN
THE HONGKONG TELEGRAPH which is
THE EVENING NEWSPAPER
WITH THE LARGEST
CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID
\$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection:—

Nos. 1366, 1375, 1314, 1320, 1384 1376 1385 1392, 1342 1395 1393

POSITIONS VACANT

Wanted, a few ship Draughtsmen for temporary service. Must have some knowledge of English. Apply Chief Constructor, Naval Yard.

PREMISES TO LET.

TO LET.—One 6 roomed house three minutes from the ferry. Immediate possession. Apply premises, No. 11, Ashley Road, Kowloon.

TO LET.—Portion of Third Floor of Stephen's Building. Suitable for Two Large Offices or several smaller ones. Well lighted. Apply DEACONS, Prince's Building.

GODOWN TO LET, in Alexander's Buildings. Apply Secretary, A. S. Watson & Co., Limited.

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

ON or about March 1926 whole flat or gracious suite of offices in the "French Building" or "Victoria Building," No. 5 Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Batou de l'Indochine Chatter Road.

TO LET.—Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

CHURCH NOTICE.

Feast of St. Margaret Mary. 18th October, 1925. Order of Service. 7.30 a.m. Low Mass. 8.30 a.m. Blessing of the new Church of St. Margaret Mary, by the Very Rev. Fr. G. M. Spada, Pro. Vicar Apostolic of Hongkong. 9 a.m. Solemn High Mass. 5 p.m. Evening Service: Sermon preached by the Rev. Fr. A. Lane—Benediction with the Blessed Sacrament.

NOTICE.

That the insuring public approves of our methods and is satisfied with our results is demonstrated by the fact that the total amount of our assurance in force is now over 970 million gold dollars.

Sun Life Assurance Co. of Canada.

King's Building,

Hongkong, September 25, 1925.

HUGHES & HOUGH
LIMITED.

GENERAL AUCTIONEERS.
IMPORTERS, EXPORTERS &
GENERAL BROKERS.

HONGKONG REALTY AND TRUST CO., LTD.

NOTICE OF CALL.

Issue of 170,000 Shares of the Nominal Value of \$10 each.

NOTICE IS HEREBY GIVEN that a Call of \$2.50 (Dollars two Cents fifty) per share has been made on each of the One hundred and seventy thousand \$5 called up Shares of this Company, and that such Call will be payable to the Company at its Registered Office, 16, Des Voeux Road Central, Hongkong, on Monday the Second day of November, 1925.

For the Hongkong Realty and Trust Company, Limited.
C. F. V. RIBEIRO,
Acting Secretary.
Hongkong, 15th October, 1925.

HONGKONG REALTY AND TRUST CO., LTD.

NOTICE IS HEREBY GIVEN that the Second Ordinary Yearly Meeting of Shareholders of Hongkong Realty and Trust Company, Limited, will be held at the Hongkong Hotel, Pedder Street, Hongkong, on Saturday the 7th day of November, 1925, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended the 30th June, 1925, confirming the appointment of Directors, and re-electing Directors and the Auditors.

The Transfer Books of the Company will be closed from Monday, the 2nd day of November, 1925, until Saturday, the 7th day of November, 1925, both days inclusive.

By Order of the Board.

C. F. V. RIBEIRO,
Acting Secretary.
Hongkong, October 15, 1925.

THE SHANGHAI HOTELS, LIMITED.

(In Voluntary Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinances 1911-1925, that a General Meeting of the Members of the above-named Company will be held at the Office of The Hongkong and Shanghai Hotels, Ltd., 16, Des Voeux Road Central, Hongkong, on Saturday the 21st November, 1925, at 12 o'clock noon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also determining by Extraordinary Resolution (as provided by Section 212 of the Companies Ordinance) the way in which the books and papers of the Company, and of the Liquidator thereof, shall be disposed of.

Dated at Hongkong the 15th day of October, 1925.

For the SHANGHAI HOTELS, LTD.,
WALTER J. HAWKER,
Liquidator.

OCEAN STEAMSHIP COMPANY, LTD.

and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s Steamer "PYRRHUS"

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The cargo will be ready for delivery from Godown on and after 17th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 23rd October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 6th Nov. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
17th October, 1925.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

Messrs. Lammert Brothers have received instructions to sell

By Public Auction,

on THURSDAY, the 22nd day of October 1925, at 3 o'clock in the afternoon at their Salesrooms Duddell Street, Victoria, Hongkong.

THE VERY VALUABLE LEASEHOLD PROPERTIES situate at Nathan Road Kowloon in the Colony of Hongkong and being portions of Kowloon Inland Lot No. 1405 intended to be registered in the Land Office as Sections A, B, C, and The Remaining Portion of Kowloon Inland Lot No. 1405.

IN FOUR LOTS. Lot 1, consists of all that portion of Kowloon Inland Lot No. 1405 intended to be registered in the Land Office as SECTION "A" OF KOWLOON INLAND LOT NO. 1405 Together with the message thereon now known as No. 460 Nathan Road. The property contains an area of 1440 sq. ft., or thereabouts and the proportion of Crown Rent payable is \$20 per annum.

Lot 2, consists of another portion of the said Kowloon Inland Lot No. 1405 intended to be registered in the Land Office as SECTION "B" OF KOWLOON INLAND LOT NO. 1405 Together with the message thereon now known as No. 458 Nathan Road. The property contains an area of 1375 sq. ft., or thereabouts and the proportion of Crown Rent payable is \$20 per annum.

Lot 3, consists of another portion of the said Kowloon Inland Lot No. 1405 intended to be registered in the Land Office as SECTION "C" OF KOWLOON INLAND LOT NO. 1405 Together with the message thereon now known as No. 466 Nathan Road. The property contains an area of 1375 sq. ft., or thereabouts and the proportion of Crown Rent payable is \$20 per annum.

Lot 4, consists of another portion of the said Kowloon Inland Lot No. 1405 intended to be registered in the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT NO. 1405 Together with the message thereon now known as No. 454 Nathan Road. The property contains an area of 1458 sq. ft., or thereabouts and the proportion of Crown Rent payable is \$20 per annum.

A plan of the said premises may be inspected at and further particulars and Conditions of Sale may be obtained from

MESSRS. DEACONS, Vendor's Solicitors,
1, Des Voeux Road, Central and also from

MESSRS. LAMMERT BROTHERS The Auctioneers.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY, the 23rd October, 1925, commencing at 2.45 p.m., at No. 5 Prat Building (1st Floor), Prat Avenue, Kowloon.

A Quantity of Valuable Household Furniture.

Comprising:—
Chesterfield Armchairs, Teak Desks, Chairs, Pictures, Curios, Tientsin Carpet, Brass Lamp with Silk Shade, Teak Screen, Electric Table Fans, Wall Plates, etc., etc.
Dining Table, Dining Chairs, Teak Sideboard with Bevelled Mirror, Glass Ware, Crockery, Filter, Aluminium Cooking Utensils, Refrigerator, etc., etc.
Teak Double Wardrobe with Bevelled Mirror Door, Teak Dressing Table with Bevelled Mirror, Teak Chest of Drawers, Teak Side Tables, Curtains, Curtain Poles, Towel Racks, Mirrors, etc., etc.

Also
A Quantity of Rattan and Grass Furniture.

One Schubert 3' Pedals Piano. Catalogues will be issued.

On view from Thursday, October 22, 1925.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hongkong, October 17, 1925.

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION

Two Undivided Fifth Shares in all that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Subsection 1 of Section A, of Inland Lot No. 1029 together with all messages or tenements and other erections and buildings thereon and known as No. 76, Queen's Road Central.

by
Messrs. Lammert Brothers, Auctioneers
at their Salesrooms
No. 5, Duddell Street, Hongkong.

on
WEDNESDAY, the 23rd. Day of October, 1925
at 3 o'clock p.m.

For further Particulars and Conditions of Sale apply to—
Messrs. Deacons,
Mortgagees Solicitors,
Prince's Building
or to
Messrs. Lammert Bros.,
The Auctioneers,
No. 5 Duddell Street, Hongkong.

Hongkong, 14th October, 1925.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LIMITED.

Notice to Shareholders.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 24th October, 1925, at noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1925.

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 24th October, 1925, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, October 8, 1925.

In the Matter of the Companies Ordinances 1911 to 1923 and
In the Matter of M. Y. San & Co., Limited (In Liquidation).

Creditors of the above named Company are requested on or before the 30th day of November, 1925, to send their names and addresses and particulars of their debts or claims and the names and addresses of their Solicitors (if any) to the registered office of the said Company at No. 98, Queen's Road Central, Victoria, Hongkong; and further, if so required by notice in writing, personally or by their Solicitors or Representatives to come in and prove their said debts or claims at such time and place as shall be specified in such notice. And notice is hereby given that in default thereof, such creditors will be excluded from the benefit of any distribution before such debts or claims are proved.

Dated the 5th day of October, 1925.

LAU YUR WAN,
WONG SUI LEUNG,
NG WEI CHEE,
Liquidators.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on
Tuesday, the 20th. Oct. 1925
commencing at 11 a.m.
at their Sales Room, Duddell Street

7 Sets Stock & Dies
2 Cases Enamelled Ware
2 Bales Yarn
1 Keg Green Oxide Powder
1 Piece Towelling
2 Pieces Blue Clothing
1 Piece Clothing
3 Pieces Canvas
also
A Quantity of Woollen Suit Lengths and
(for account of the concerned)
1 Case Alabaster Lamp Shades
2 Cases Brass Chain
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

SUSPICIOUS TROOPS MOVEMENTS.

CHANGE OF CHINESE REGIME.

(Our Own Correspondent.)

Shanghai, October 16. There is an unconfirmed report that a Chekiang contingent attacked a trainload of Fengtien forces near Wushih, forcing them to retreat to Soochow. There has been a complete change in the Chinese regime surrounding the settlements. This was effected to-day as a result of the arrival of upwards of 10,000 Chekiang troops who have taken possession, disarming two regiments of belated Fengtienese who were unable to depart as the train they boarded lacked a locomotive.

Sun Chuan-fang is expected hourly and it is not known whether he will thrust onward along the railway in an attempt to subjugate the entire province. The change signalled the wresting from Chang Tso-lin's grip of the Shanghai area which he has held for a year. His reaction will probably determine whether there shall be warfare.

The settlement is adopting precautionary measures and the various defense units are standing by. Shanghai, October 16.—Sun Chuan-fang's troops continue to proceed to Hsing, but not to Shanghai. Local Chinese predict the eventual retreat of the Fengtien troops across the Yangtse unless reinforcements are quickly sent to Nanking. Sun Chuan-fang still asserts his movements are only autumn manoeuvres.—Reuter.

One thousand Chekiang troops arrived on the outskirts of the Settlement this afternoon, and it is reported that more are following.

The Chekiang troops arrived at Markham Road junction where they detrained and marched to the Shanghai station from where the last Fengtien soldiers had just departed, excepting fifty details who were cut off but are now fraternising with the Chekiang soldiers.—Reuter.



"Take your clothes off. You are to have a bath!"
"Have a bath?"
"Yes. When did you have a bath last?"
"Why, I have never been in jail before at all!"
Kasper, Stockholm.

OCEAN STEAMSHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

Consignees per Co's Steamer "RHEBUS"

From NEW YORK

are hereby notified that the cargo having arrived per S.S. "Pyrrhus" from Singapore will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on the after 17th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 23rd October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 6th Nov. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
17th October, 1925.

For Expert
Clothes-Transformation

HOW simple it is to get a "new" Autumn wardrobe when you can avail yourself of our efficient, dependable Cleaning Service—and what a change your clothes undergo in a day or so!

Instead of spending a great deal of money on an Autumn outfit follow the example of many smart dressers:—
SEND your wearing apparel to be freshened and renewed by

The International
Dry-Cleaning & Dyeing Co.

Note the address
19, Wyndham Street
Agents, CASSUM AHMED & CO.
64, Nathan Road, Kowloon.



WOMEN'S INTERESTS



A brush hat, wool sweater, white blouse and collar with black neck, is very much liked. It is worn with a tailored blouse and pleated skirt.

ROUND THE SHOPS.

Gold cigarette cases, oblong and slim, are suspended from a black silk cord, and finished at the base with a huge black silk tassel.

Complete outfits for a Japanese garden may be purchased: trees, bridges, figures, etc., all being packed in a box ready for amateur efforts in landscape gardening.

Travelling clocks framed in brocade are very attractive and appropriate for the feminine suitcase.

A tiny puff, with sufficient powder to last three months in daily use, contained in a coloured Persian leather case, which a small mirror.

Inexpensive but effective (the bottles of floral perfumes specially designed to fit in the handbag). They represent all the favourite fragrances of summer, so that every woman may suit her own taste.

ABOUT EARRINGS.

Woman has a thousand ways of adding to her charm and mystery. From all times she has recognised the effect of precious stones about her person—the bracelets on her arm that flash with every gesture; the pearls around her neck that emphasise its slenderness; the brooch that sums up all the colour and discreetness of her dress. But no ornament is so teasing, so indefinable in its effect on all her personality as earrings. This she sees to-day.

Even shingled hair cannot banish them, though for long years they were out of fashion. No ornament does go in and out of fashion so much.

Originally, when they were only rings, men wore them, too. Job's friends, when once his luck had turned, brought him "every man an earring of gold." But then Egyptian and Egyptian earrings in the museums show large surfaces of intricate gold workmanship and astonishing weight. In later ages came the pendant jewel almost uncut, the emerald drop, the pearl or ruby, the "pendeloque" worn by the ladies of Versailles or Whitehall; the type that is most worn to-day, that frames the face like tassels of a portiere, alike, perforce and emphasising all the symmetry of eyes and ears.

BARBARIC AND EXOTIC.

Always there is something barbaric about the earring. Is it because we know that ears were pierced to wear them, because in the far back of our minds they are persistently mixed up with noserings and anklets and bells on our toes—with bold gypsy girls.

Always there is something exotic in an earring, like highly-scented flowers. Certainly no ornament changes a woman so much.

As to added charm, they are curiously personal. Some women gain distinction when they put on earrings, others lose it. Some look Oriental and rakish, and gain a mid-Victorian sentimentality. Some put poetry into their earrings, wear lumps of jade to match their mermaid's eyes; or pearls to make them soft; or long jet pendants, reaching to the shoulder, to enhance its whiteness; or stars of crystal, like large dewdrops. Clever maids manage to look coy, with their earrings; or demure, or languishing, or, gaily. In any case earrings can be relied on for effect.

Do we like them on each other? We are never sure. Earrings are uncertain things, as teasing, mysterious, and alluring as a woman.



Three new models in dinner frocks for the debutante. They illustrate the modern styles for formal wear.

WAYS WITH YOUR HAIR.

There are lots of things we want to know just now about coming fashions, but more than anything else we want to know just how to wear our hair this autumn. In Paris, women are beginning to let their shingled hair grow long again, while in New York hundreds of women a day are having their long hair cut off. In London they are wearing it as they did in the spring, and making practically no change. So take your choice!

When shingling was first introduced there was one sleek, conventional outline which was adopted by everyone who had it done. Now, when it has become really popular, there are as many ways of dressing a shingled head as of wearing long hair. Each woman has worked out an adaptation of it to suit herself, and when that happens to a fashion it really is established.

The general tendency is certainly to be shingled closer than ever to the head, and to reveal more of the ears—sometimes with a curl or two in front of them, sometimes, if you are brave and very beautiful without. Ordinary bobbed hair is definitely old-fashioned. If you wear your hair short, the inward curve at the back of the neck is essential, and is the prettiest part of the outline. Otherwise there are many variations.

You can brush your hair straight back from the forehead, waving it loosely if it suits you better. Waved and curled hair, in spite of general opinion, is not necessarily becoming to everybody. Some types, and notably dark women with rather strong or serious faces, often look handsomer and more distinguished with straight hair.

If it does not suit you to expose your forehead, you can part the hair on the extreme side and carry it across the forehead, leaving just enough to fluff over the ears.

Or you can part it in the middle and carry the parting, in 1830 style, right down the middle of the back, brushing it forward on both sides. This is original, and if you have a round head and young face, it is very attractive. Another smart way is to brush all the hair from one side to the other—not only in front, but across the back as well. French women are doing this a great deal. Of course, the hair needs to be specially cut for this, as for any other individual coiffure.

If you have fluffy or curly hair, it will probably suit you to wear it cut quite short all over, with no

THE STOCK SOCK.



No more rolled stockings! This kind, the so-called "stock sock," is made in knee-lengths only and has an elastic hem. It also carries a flower which is supposed to match the wearer's dress.

parting, and curled close to the head. This is a most charming style and very young-looking.

If your hair is quite straight, and particularly if it is thick and dark, there is a very striking new way of wearing it brushed down all round from the centre of the head, without a parting anywhere, and cut across the forehead in a thick straight fringe.

Amongst all these styles there is surely one that will suit your own looks and personality, and as there cannot be two opinions about the comfort and convenience of short hair, one would say to those who are still hesitating, take courage and go ahead.

THE BREAKFAST TABLE.

The breakfast table can easily be the dull and most unattractive of the whole day.

It is at the first meal of the day that the coloured cloth is at its best, for it is a scientific fact that colour has definite reactions upon the beholders. Lettuce green is soothing, mauve is stimulating, lemon is cool, and blue is inspiring. Let the flowers of the breakfast table be few and simple, and above all without perfume. Heavily scented flowers at 8 a.m. are positively revolting to some people.

Silver and cut glass do not make such an attractive setting as quaint appointments of the pottery variety which, of course, are much more inexpensive and cost little labour in keeping clean. Ruffled napkin rings, or something similar are also charming and in keeping with coloured table napkins to match the cloth.

Then never forget the bowl of fruit for the breakfast table. Most people nowadays take fruit for breakfast, besides which the colour and decorative value of a dish of fruit is considerable.

FOR A BRIDE'S HOUSE.

Novelties in carpets abound. The latest are those simulating flagged paths and old court-yards, with black lines crossing, marking the squares.

Characters out of a story book, cut out of wood and given just a coat of paint in gaudy colours, are the latest devices for holding cigarette trays.

Porcelain or very thin marble allied with dull brass or oxidised silver are the latest combination for lamps. A new shade fast gaining popularity is made of waxed paper, arranged in pleats. This is held by a heavy tassel and cord of wool, threaded through at the top and bottom. It can be just loosened when necessary, and the shade is strong enough to be spread out and wiped clean, then be slipped back again to its original shape.

A bathroom, of which the walls as well as the bath and the floor, were made of glass, caused a tremendous amount of comment at a recent exhibition.

Low, round furniture is certainly more popular than any shape in Paris. Crotonne is naturally a popular material for upholstery, but most attractive are the plain materials finished with a narrow embroidered or metal-trimmed border.

PERSONALITY AGAIN.

Modern woman's dress, as everyone knows, became almost a uniform. But fashion has got tired of monotony, and a return to individuality has begun.

Women are now advised to express their personality in the dresses which they wear in the afternoon, or in the evening.

If a woman thinks that she looks her best as a Persian Princess, then she must dress as one. Or it may be that she imagines she is a Raphael portrait; in that event she must go to the galleries and carefully study the Raphael costumes.

But perhaps she has "the idea fixed" that she is a survival of eighteenth century grace and charm. Very well, then—she must assume a white powdered wig, put a black spot or two on her pale (or pink) cheeks, and wear a dress with puffed-out skirt.

Or perhaps some kind (or unkind) friend persuades her that her grace is of the Geisha order, or that she has the almond-eyed expression of a mandarin's lady.

B.C. AND A.D.

But there is no limit to the range of choice; the whole field of archaeological discovery can be re-explored. There can be ladies both B.C. and A.D.; ladies from Ur in the costume of Abraham's days, or from the Italian Renaissance period.

Some of the results will be bound to be grotesque, but this cannot be helped.

One indication of the new trend of the time is the coming into favour of the black silhouette. Now black should be handled with supreme care, especially the black-style silhouette. For black is not a colour; it is a background—and a background on which personality shows up very strongly. No woman who does not possess the requisite qualification should take to black.

How unfortunate it is that the "personalities" who are in the clothes cannot see themselves as they are from without.



Chiffon silk velvet brocade in a brilliant multi-coloured floral design forms the upper part of this girlish evening dress. A deep flounce of two-tone green crepe topped with black lace caught up at one side provides a new and attractive silhouette.

CARPET CLEANING HINT.

Here is a little hint that will help to keep carpets looking bright after they have been swept.

After sweeping and heating the carpet, wipe it with a mixture of soapuds and turpentine. The solution should be in the proportion of about a gallon of soapuds to two teaspoonfuls of turpentine. This will effectively remove all dust, and make the carpet come up brightly time after time.

NOW IT'S OSTRICH PLUMES.



Ostrich plumes are "coming back" as decorations for the feminine head, according to the latest word from Paris. To prove it, the designers exhibit this picture of a spectacular coiffure called oddly enough, "The Cataract."

BEAUTY SECRETS OF FAMOUS BEAUTIES: 7.



BY BETTY BRONSON.
MOTION PICTURE ACTRESS.

My favourite beauty stunt is my morning walk. When I'm working on the right schedule, I have had half an hour's jaunt before breakfast and have both before eight o'clock.

It's luxurious to lie in bed and have breakfast brought to you, but it's thrilling to jump out early, have a shower, and work up a good appetite and get a whole day's supply of energy while others sleep.

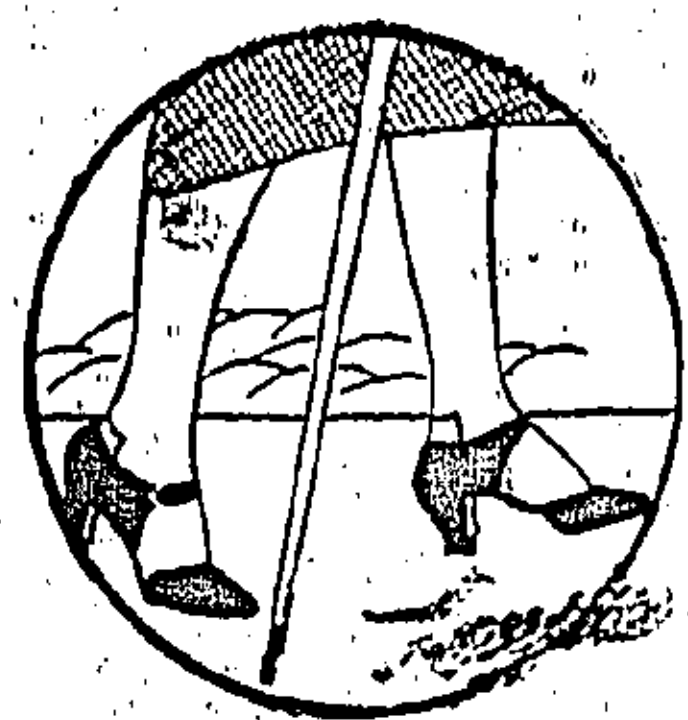
And here's a secret—when on city streets, I walk with dignity and speed, but when I get off the sidewalks, I forget being grown and run like a healthy child. Bacon and eggs and coffee are a Roman feast to me when I return.

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The Telegraph.

SATURDAY, OCTOBER 17, 1925.

MAKING HISTORY.

There can have been few more important international agree-ments in history than that now concluded between the leading European Powers at Locarno, for it would seem that at long last there has been an honest at-tempt to heal the sores of the war which broke out just eleven years ago and which left such a large aftermath of national rivalries and jealousies. Germany, the van-quished, has been in the centre of a ring of nations all desirous of preventing a repetition of the war and, also, quite ready to take ad-vantage of the war's result for their own ends. Germany de-served to pay the price of her pre-1914 arrogance, but it eventually became a question of just how much she could pay and how much she ought to pay having regard to the general welfare of Europe as a whole. Germany was kept out of the League of Nations, was treated as an outcast, but now, after much searching of heart among the other Powers, there has come not only agreement regard-ing the conditions upon which she shall be admitted to membership of the League of Nations equal with other nations, but also mutual Security Pacts in which the lately belligerent countries are now bound together by documents fram-ed in their joint and mutual in-terests. The fixing of the western frontiers of Germany is said to have been completed, and it is foreshadowed that the fixing of Germany's eastern frontier will not be an insurmountable or lengthy task. According to the telegraphic news there are but the final formalities to conclude be-fore Europe, devastated for a de-cade first by strife and later by acute political differences, enters the calm waters of amity and concord. It is an achievement which will redound to the credit of all who participated.

Next in importance to the actual consummation of the parley, was the spirit which, apparently, animated its proceedings. Mr. Austen Chamberlain, Britain's Minister of Foreign Affairs, to whom not a little of the credit goes, has paid high tribute to the attitude of all participants, and he has said that with no country was it case of gaining points or sur-

rendering points, but the genuine seeking after a common view-point on which could rest secure-ly the future peace of the contin-ent. That attitude might be said to be of greater importance than the fact that an agreement has been found, because it was a pre-liminary requisite of such agree-ment. And if, now that the hat-chet is well in sight of effective burial, the leading statesmen of Europe have been convinced that it is to the interests of their res-pective countries that a European peace should always prevail, then we have gone a very long way along the road which will eventual-ly lead the nations of the world as a whole to regard themselves as but members of one common family which must, for its own sake, live in peace and concord. Ger-many, the defeated and discredited country of seven years ago, is now within measurable distance of taking her place at the same table of international administration at which sit her lately victorious neighbours. That is a big achieve-ment the value of which we are not yet, perhaps, able fully to appreciate.

Not a Lone Hand.

Considerable surprise, and not a little resentment, was caused by the report a few days ago that the Government of the United States intended playing a lone hand in the Chinese tariff conference, should the other Powers not fall in line with American views. How the suggestion originated we do not know, but it was one of those unfortunate things which crop up at times of world-wide tension and result in a great deal of harm before being contradicted or dis-proved. Those whose interest it is to sow dissension among the Powers affected by the Chinese crisis, must rejoice at the unfor-tunate currency given to the report, even if their joy be tempered by a realisation that it was without foundation. All who have the interests of international good-feeling at heart, and who desire to see a happy solution to Far East problems, will be glad that there has been prompt repudiation of the disquieting rumour. Immediately after it was given publication, official circles in the world capitals expressed their doubts of its genuineness, in view of Mr. Kellogg's recent pronouncement on the American desire to co-operate with the other nations concerned. Now we have a denial by the Washington correspondent of a London paper, "on the highest authority," that there is any truth in the original report. Thus a black shadow has passed from over the troubled waters of the Far Eastern world. Presuming there were absolutely no grounds for the story of an independent programme, one can only conclude that it was a deliberate piece of propaganda of the "hidden hand" variety. It should serve as a warning to the interested Powers, and to com-mentators who are perhaps too ready to accept unsubstantiated reports at their face value.

Watching the "Reds."

The British Communists are not a very numerous body, but they make up in noise and subversive activity what they lack in numbers. Of late, they have been particularly busy, and it therefore comes as no surprise that the authorities have seen fit to raid their headquarters in London and effect a number of arrests on charges of conspiring to incite sedition and mutiny. It is interesting to recall in this con-nection that the Home Office last month made a new move to circum-

DAY BY DAY.

IT IS NOT THE ANGER OF THE FATHER BUT HIS SILENCE THAT THE WELL-BRED SON DREADS.—Chinese proverb.

The opening rate of the dollar on demand to-day is 2s. 5.3/16d.

The Hongkong interport golf team left for Manila by the Pres-ident McKinley yesterday.

A Manila telegram received yesterday afternoon says there is a cyclone or typhoon near or over Mindoro, moving E.N.E.

The health return for Thursday shows that there were two cases of diphtheria (one described as European and the other English), as well as one Chinese case of typhoid.

The s.s. Kinsan will leave Macao to-morrow at 4 p.m. in-stead of 3.30 p.m. as advertised. This information was received after the shipping notices had gone to press.

The final performances will be given at the Star Theatre at 5.30 and 9.15 p.m. to-day of the current programme, which includes "Smouldering Fires" and Ted Sanborn with his xylophone.

The silk shipped per s.s. Pre-sident Grant, which sailed from this port at 5 p.m. on September 18th, arrived New York at 3 p.m. on October 12th, having been 23 calendar days and 22 hours in transit.

The master of the Nam Wah was fined \$25 at the Marine Court this morning for allowing cargo to be worked Sunday. Mr. J. T. Prior, defended and said that the "cargo," several bags of peas were the personal property of passengers.

The feast of St. Margaret Mary to-morrow is to be made the oc-casion of the blessing of the new Church of that name in Broad-wood Road by the Very Reverend Father G. M. Spada, pro-vica- apostolic of Hongkong. The ser-vice of blessing will take place at 8.30 a.m. and at the evening ser-vice the preacher will be the Rev. Fr. A. Lane.

The Revd. Mother Superior of the French Convent, Causeway Bay, informs us that the bazaar held on Wednesday last and the following days, was extremely successful. Thanks are tendered to Mrs. H. W. Bird, and all ladies who so willingly helped and also those business houses which con-tributed to the pleasing result by the donation of articles for sale.

There was a large attendance at the auction rooms of Mr. A. G. da Rocha yesterday afternoon, when a valuable household prop-erty situate at No. 54, Wellington Street was put up for sale in one lot. The property is registered as Section F. of Inland Lot No. 998, and was purchased by Mr. Lam Hoto, on behalf of Mrs. Ng Shi, for the sum of \$23,000, being \$5,800 above the upset price.

vent the smuggling into England of "Red" propagandists, who were known to be arriving in consid-erable numbers via the Irish Free State and to be working hand-in-glove with the British agitators. Until recently, there was no pro-vision under the Aliens Order to restrict the landing of aliens from the Free State, as they could not be deemed, within the meaning of the Order, to be coming from "out-side the United Kingdom." Not only had the authorities no power to prevent their landing, but they were unable to impose any restric-tions on their stay in England. To meet this difficulty, however, the Aliens Order has now been amend-ed in such a manner that these aliens are put on the same footing as if they had arrived direct from a foreign country. Thus the "back door" to England has been closed. In view of Communist activity all over the world, it is gratifying to see that the British authorities are alive to the danger at home, and all right-thinking people will wel-come this fresh evidence of a de-termination to cope with the evil before it assumes big dimensions.

MIXED GRILL
ASHLEY STERNZ
TWISTED TALKS



I have just been reading a magazine article by a prison doctor dealing with the supersti-tious proclivities of prisoners. "There is no more superstitious person than the habitual crimina-l," he remarks, a statement that I am in a position to endorse. A small tobaccoist of my acquaintance, now undergoing a sentence of 20 years' penal servitude for selling a box of matches after 8 p.m., writes me occasionally, and in one of his recent letters stated that a fol-low-convict, whom he met at the breakfast table the other morn-ing, suddenly got up and return-ed to his bedroom, having remem-bered that in dressing he had in-advertently put on his right sock first instead of his left, thus necessitating his completely un-dressing and dressing again. His eggs and bacon, of course, were stone-cold when he returned. That same night again, at dinner,



he upset the claret, and was dreadfully perturbed because he couldn't remember whether the correct countercharm was to throw a ladder over his left shoulder or walk under a black cat.

POEMS FOR THE PETS.

(A series of moral verses for juvenile readers.)
Henry Thomas Edward Croker Wouldn't eat his tapioca;
Said cook made it much too thick,
And the bobbles made him sick.
Still more dainty then he drew O'er the food he had to chew;
Surlily refused his victuals Till he got as thin as skittuals.
So, because at tapioca 'This poor child first turned his nose up,
Yesterday H.T.E. Croker, Faint with hunger, turned his toes up!

A company has been formed, I see, to take over several im-portant British and Dutch oyster fisheries. The organisation ought to be known as the League of Natives.

If for your holiday reading, my friends, you would like to peruse a true story that is far stranger than fiction, and more enthralling (if possible) than "Mouldy Martha," let me recommend you the recently published An-nual Report of the Ministry of Health. Therein you will read of instances of food adulteration that will fairly freeze your hair and make your blood stand on end. Take for example, the sinister case of the Strawberry Jam "Which Wasn't." Upon analysis, the only "strawberry" found in its composition was the one printed on the label. "All the rest was apple jelly." A positive whitened sepulchre with foot of clay! Then there was the case of the Bramble Jam Which Took the Wrong Turning. Investigation of this remarkable confection clearly indicated that it was a young jam of very vacillating character: couldn't make up its mind whether it wanted to be an Irish stew or a scarecrow; with the result that the analysis found it to consist chiefly of bits of bone and straw. But I mustn't further mar your enjoyment by disclosing any more of the plot.

This week I have had an unique experience. I went into a bar-ber's and got my hair cut without a single word of conversation with the barber. This is all the more remarkable in view of the fact that the barber was a lady. I can only conclude that the bar-ber's tendency to talk and the woman's tendency to talk were,

like electricity, of the negative and positive kinds and cancelled one another. The silence in-spired me to compose the follow-ing riddle:—Of which famous play does a lady chiropodist remind you?—She stoops to corn-cure.

A LEWES CAROL.

(Inspired by reading that a pair of fossilised walrus tusks have been found embedded in a cliff near Lewes, Sussex.)



The Walrus and his family Were walking hand in hand, Suddenly got up and return-ed to his bedroom, having remem-bered that in dressing he had in-advertently put on his right sock first instead of his left, thus necessitating his completely un-dressing and dressing again. His eggs and bacon, of course, were stone-cold when he returned. That same night again, at dinner,

To look for oysters on the shore Near Brighton's famous strand, Said he: "If we could find a few, My word! it would be grand!" But sad to say they'd got there by The Southern Railway line, Per train marked "Through to Whitstable" (Where oysters grow so fine)! They didn't know that S. R. trains Wander like straying kine! "O, oysters, come and walk with us Along the rocky shore!" The Walrus cried. "But all in vain; The oysters long before Had quit their beds near Brighton's strand And dwelt there nevermore. The Walrus fell into a rage; He then began to swear; But still the oysters didn't come; He wept and tore his hair, And bit the cliff an awful bit— And left his two tusks there!"

A writer on social matters declares that there is a marked tendency among the wealthy classes to abstain from rich food and to return to a commoner diet. This, I imagine, is what ethnologists would call "a re-version to tripe."

MOULDY MARTHA, THE MACCLESFIELD MURDERESS: OR, SHOULD THE GREENGROCE TELL?

CHAPTER IV.
Upon receiving the pants, Heinrich Schmidt, the Scotch waiter, gave so deep a gasp of astonishment that the atmos-pheric disturbance created thereby caused a crust to overturn and fall to the floor.
"The secret sign!" he mutter-ed, half to himself, half to Connie, half to nobody at all. "You need my help?" he added, bending down and whispering in what he took to be Connie's ear, but was really an artificial camellia in the trimming of her hat.
"Indeed I do!" replied the girl. "Listen!" And she hurriedly gave him a resume of her adven-tures.
"Wait!" said the man, when she had finished. "Before I help you, you must have something to eat. You look famished, and you will require all your strength for the task which lies before you." So saying, he left her, to return in a few moments with a 94 lb. mackerel and a sack of potatoes.
"Eat these as quickly and noiselessly as possible," he said, "and then I will tell you what to do."
"At least tell me now," urged Connie, as she plugged her face with food, "who it is that threatens my life?"
"Mouldy Martha, the Macker-el's—I mean Macclesfield-Mur-deress!" answered the waiter in awesome tones.
"Cool!" said Connie, and fell fainting into her plate.
(Another simply topping instal-ment next week.)

**CAPTAIN FINED.
FOR QUARANTINE
OMISSION.**

Capt. A. W. Frame, master of the s.s. Changsha, who was a member of a Marine Court of En-quiry yesterday, this morning ap-

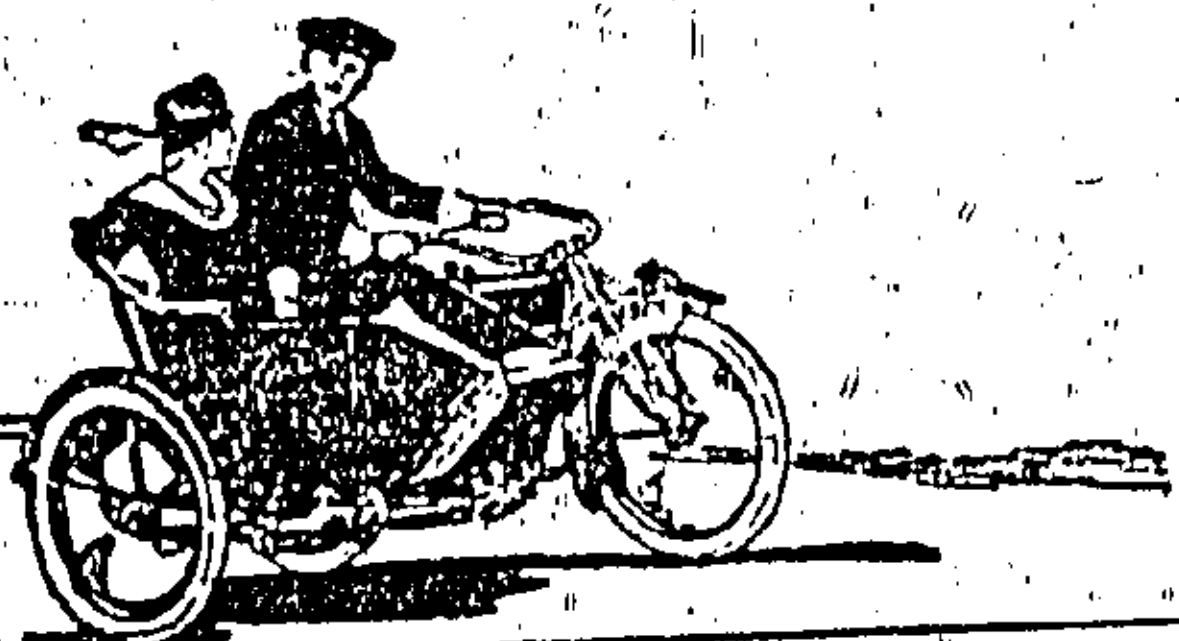
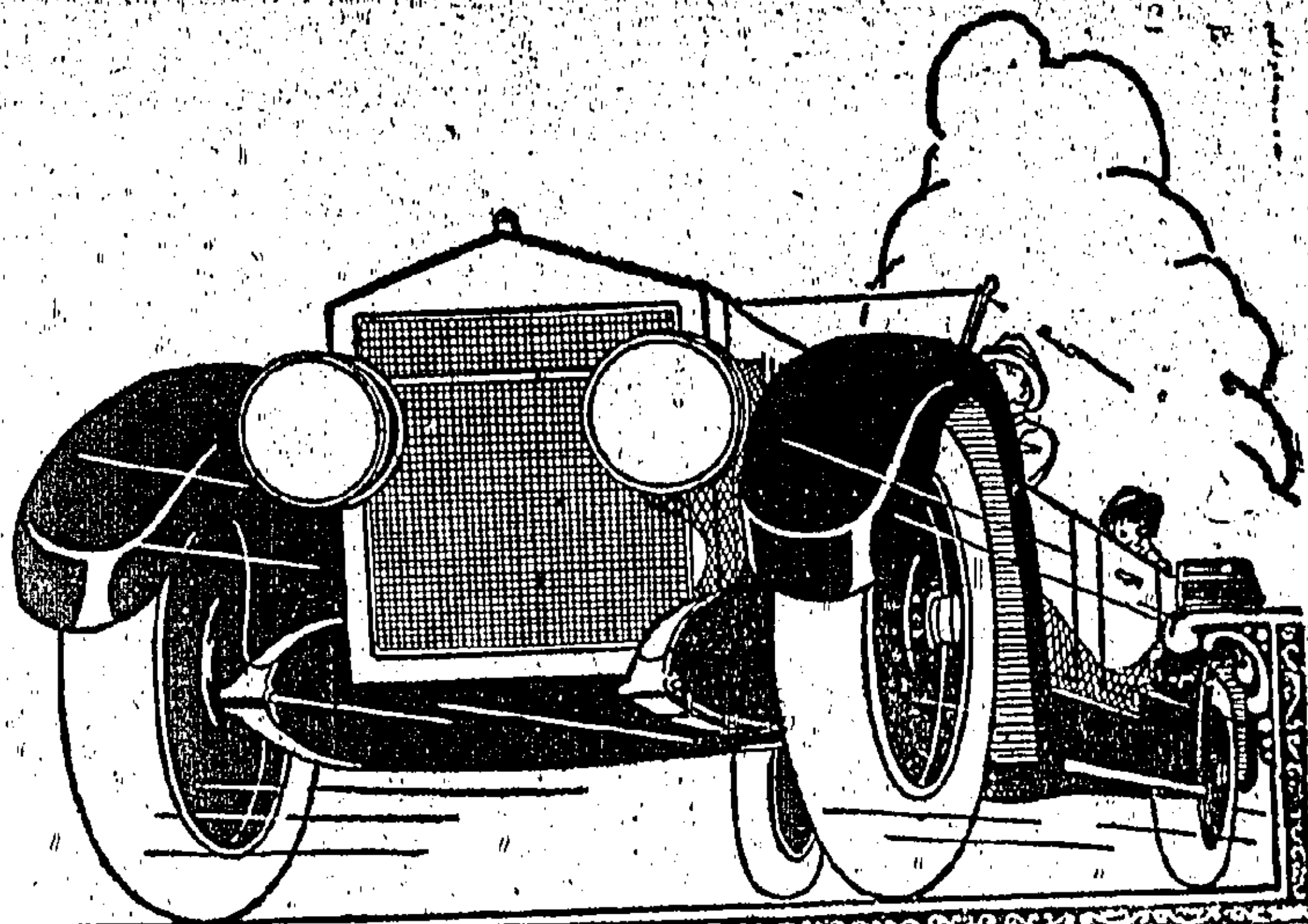
peared before Lieut. Commdr. G. F. Hole on two charges con-nected with omission to go into quarantine on arrival in Hong-kong from Manila.
Capt. Frame explained that he was unaware that quarantine had been declared against Manila, and nominal fines of \$10 on each count were imposed.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 17th. October. 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Noise.

Is something going to check the indiscriminate use of motor horns? Admittedly, motor horns are essential, but we can imagine them being more abused than they are in any. The other day we heard a remark passed that the Hongkong was nothing compared with that of London. Such a comparison is about as absurd as it can be. Even in London, the noise of motor horns is a nuisance. In Hongkong, it is a nuisance. The only real hotels are situated on thoroughfares which are only used by motor cars. These hotels cater to the permanent residents. Sleep is disturbed at night by this nuisance. It appears to be quite a considerable amount of motor traffic on the hours of midnight. There would be no objection to this, but for the fact that most drivers appear to be speeding along to their hearts' content, providing they create as much noise as possible. The noise is perfectly clear, and these annoying idiots must on the horn, or raise their voices on the electric horn.

pupils.

Drivers must be taught the difference between common sense and idleness, and doubtless the effective system of imparting the necessary knowledge would be a series of stiff fines. One of the native drivers may be rapid, but they will no doubt be apt pupils as soon as their ears are affected. Until some action is taken, there will not be improvement in Hongkong's noisy night.

Temporary Bridge.

In connection with the complaint recently voiced in this column regarding the closing of the Tai Po Road because of the bridge near the Tai Po Causeway washed away it is interesting to state that when the Shing Bowlers were entertained at Tai Po on Sunday, a very large number of motorists were allowed to pass over the temporary bridge. There was no mishap—in fact the temporary bridge is a very substantial and safe affair and ought well to be opened for general traffic, which on this road is ever more than an occasional pleasure vehicle. The only possible justification on there might be for keeping the temporary bridge closed is that its use would interfere with the work of erecting the new permanent one, and this does not appear to be the case and as the bridge is quite safe, we suggest that the closure be lifted. This is the reason when Peking is well patronised and the opening of the road would constitute a welcome concession.

Load Maintenance.

As was pointed out in the Telegraph on Tuesday last, the Government plans to spend something over \$1,300,000 on roads next year, over \$1,000,000 of which is under the heading of Roads Extraordinary. The most important scheme is that of improving the road from Causeway Bay to North Point, for which \$1,500,000 has been provided. The sum of \$85,000 has been estimated for the work of improving the road through Quarry Bay, whilst

\$74,000 is earmarked for the Tai Hang development. There can be no gainsaying the fact that the road out of the town at the easterly end has been and still is in a shockingly bad condition. Through Bay View and on through Quarry Bay, the way of the motorist has been hard, and it will be money well spent to speed up the work of improvement. The sum set aside for the maintenance of the Colony's existing roads is a little lower than that voted in former years, but it will be the fervent hope of motorists generally that, in a year of economy, no marked deterioration of our main roads will be permitted. The strengthening of the main roads of Kowloon has been put back into the nebulous future and from that, it can almost certainly be presumed that the Government is not going to worry just yet about changing the motor bus service. The strengthening of the roads was to have been the preliminary step to the inauguration of a motor bus service more on the lines of those in operation at Home—a service of larger and better buses running to a proper schedule. Thus, the strike and boycott has pushed into the background at least one further desirable improvement.

Whistling for the wind.

There are many well-known quaint sayings attributed to seafaring folk, but one wonders how many people have heard of "scratching the mast." Yet, on the other hand, who does not know the meaning of "whistling for the wind." As a matter of fact, they are synonymous expressions which, fortunately, have not now the same significance as in former days. With the wonderful advance in the design of motor engines for marine purposes during the last few years there is no need for even the smallest sailing yacht to be so entirely dependent, as in the

old days, upon the vagaries of wind and tide. One of the chief factors which has made this progress possible has been the introduction of the overhead valve design of marine motor, a typical example of which one may mention being those of the Ailsa Craig Motor Co. of London.

Small but Powerful.

This modern type of engine, owing to its greater efficiency, and because of the much higher effective pressure directly on the pistons, enables a smaller engine to be employed, power for power, than in the case of older types. It has been found an ideal engine for auxiliary work in sailing craft, particularly with the ingeniously adaptable reduction gear, in which the Ailsa Craig Co. have done so much valuable pioneer work, permitting a large diameter slow running propeller to be used.

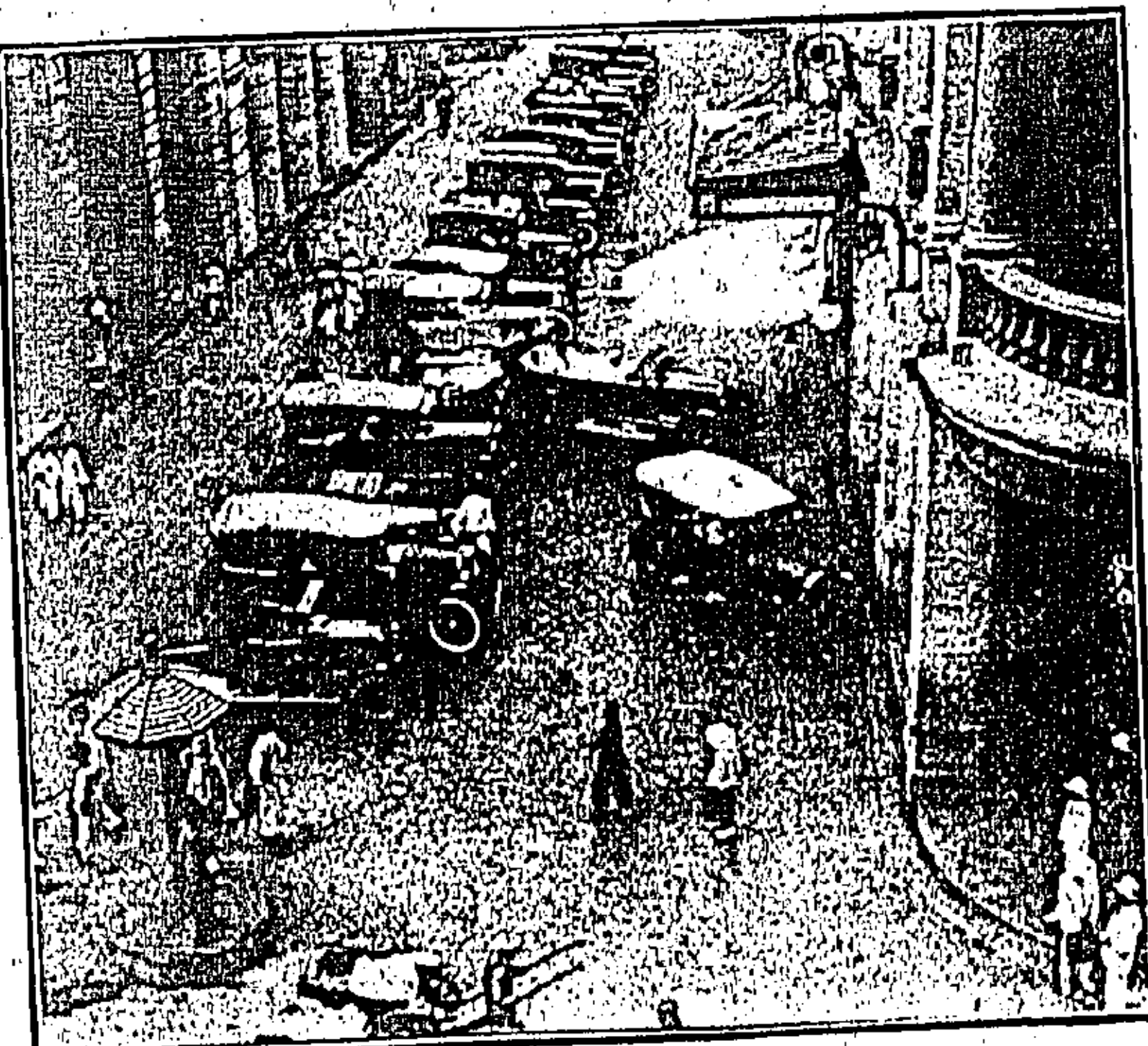
Motor Boats in Hongkong.

It is really surprising that Hongkong does not possess more enthusiasts for private motor boating. There are countless trips which can be made, and from a health point of view, there is probably no other form of pleasure as beneficial. Speed boats amply cater for those who prefer the spice of excitement, and yet this pastime which is so popular in other parts of the world, is sadly neglected here. Maybe, now that such famous motor craft as those bearing the name of Ailsa Craig, can be purchased locally, we shall yet see marine sporting events at Repulse Bay.

ADVANCE IN MOTOR COACH DESIGN.

Motor coaching is very popular in England, and great strides have been made of late by the motor manufacturers in the design of coaches. According to Motor Transport the general tendency is to provide lighter and more comfortable cars the outward appearance of which resembles that of large touring cars. The majority of these coaches run on pneumatic tyres and are fitted with all-weather bodies—a very desirable provision in the English climate.

HONGKONG'S PARKING PROBLEM.



The above photo, taken from the Offices of the Canadian National Railways, shows the new parking system adopted in Hongkong. It will be noticed that with motor cars being placed directly across the street there is not much room for a large car to take up position or to leave the stand without considerable manoeuvring. If cars were arranged at an angle, much trouble would be saved, in that all cars would be able to drive either directly on or off the stand without causing obstruction during the time taken up by gear changing, backing and forwarding. (Photo Moe Cheung.)

THE PLAIN MAN AND HIS CAR.

II—UNITS OF THE CAR.
(By P. W. F. Mills.)

Cars are built up of components. The car as a whole consists of important mechanical units which in their turn contain accessory units. The complete car mechanism may conveniently be divided into the following main elements:—

- (1) The power unit and its accessories.
- (2) The transmission.
- (3) "Running gear", and
- (4) The control system.

All parts of a car coming under the heading of "running gear", that is wheels and their bearings, springs, brakes, etc., are essential, whether the car be power propelled or not, and this applies equally to certain control units, as, for instance, the steering gear and brakes. The addition of a power unit and transmission, with their controls, completes the car as a power propelled motor vehicle.

A car must possess some means of transmitting power from the power unit to the road wheels, but, as will be seen, the type of transmission adopted has been forced upon designers solely by the peculiarities of the internal combustion engine, which in the early days of motoring proved so much more satisfactory than other types of power unit that its obvious disadvantages were met by the development of what was then a novel type of transmission. The functioning of the car, type of internal combustion engine will be fully described in its own place, but it is appropriate to the present discussion to touch on the special properties of these engines as compared with other, possible power units which necessitate the embodiment in the transmission of two most important accessory units, the clutch and the gear box. A car propelled by a steam engine or an electric motor does not require a gear box or a clutch. Steam or current is "turned on" and the engine or motor commences to propel the car. The load upon the power unit is clearly greatest in starting from rest and hill climbing. Under these conditions a steam engine is able to exploit fully the expansive properties of steam, and an electric motor operates to advantage because the load forces the armature shaft to rotate at a low speed and the small "back E.M.F." generated at that speed offers little resistance to the supply current, which saturates the windings and produces the maximum electro-magnetic effect. The power of an internal combustion engine cannot be applied quite in this simple manner. In the first place the engine is not self-starting, which means to say that until it has been started no connection with the load can be made. In the second place its turning movement is more spasmodic and less "intense", so that unless it is permitted to rotate at a comparatively high speed the power transmitted to the road wheels is not sufficient to overcome the inertia of the heavier starting and hill climbing loads. Thus two accessory units in the transmission are essential—a means of disconnecting the power unit from the transmission with the possibility of gradual re-engagement and a means of varying at will the mechanical leverage between power unit and road wheels. As very few "steam" or electrically driven cars are made it is generally true to say that all cars possess in their transmission units these two accessory units, and (leaving out of consideration such special designs as those of

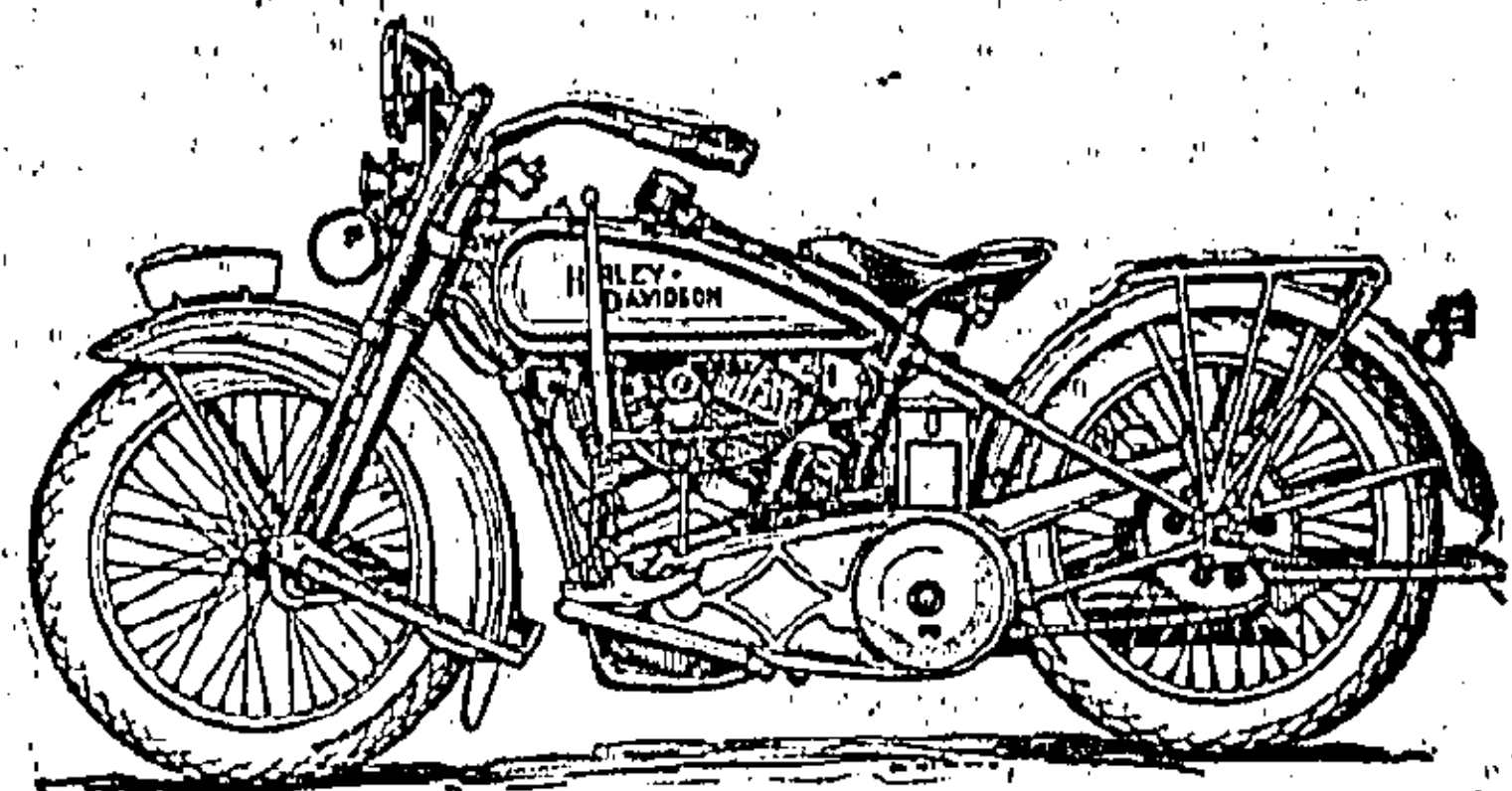
the Ford and some of the small cycle-cars, these accessory units usually take a form in which they may explicitly be referred to as clutch and gear box.

Besides the two units just discussed there are two units which it is clearly desirable and usually considered necessary to embody in the transmission. These are "universal joints" and a "differential gear". The first named supply the flexibility, without loss of rotary motion, which it is necessary to secure in a transmission line running practically the entire length of the car, having regard to vertical movement of the road wheels relative to the power unit when the car suspension springs are compressed as the car rides over inequalities in the road surface. The "differential" gives to each road wheel the power to rotate faster or slower than its companion wheel, the average speed of the two wheels remaining unchanged. Experiments now in progress in Europe seem to point to the advantage of taking the "drive" from the power unit to the front wheels rather than, as in present practice, to the rear wheels, and it has long been accepted that drive to one wheel only is useless.

The problem, therefore, is to transmit the power to two wheels the centres of which are separated by the "track" dimensions of the car in such a way that when the car is negotiating curves, and the wheel on the outside of the curve has a greater distance to cover than the inside wheel, the transmission itself will automatically "compensate" the driving force transmitted to each wheel to allow for the required difference in their respective speeds. The problem is solved in the simplest possible manner: in fact the difficulty often experienced by car students in understanding the operation of the "differential" is as frequently as not attributable to their never having had an opportunity of observing a differential gear in its simplest possible form. It will be of advantage later to make the working quite clear.

The main units and their accessory units have so far been considered only in the most general way. They have been enumerated and their connection with the parent unit or the car as a whole pointed out. It has been seen that the whole of the "running gear" and a portion of the car's control system is necessary for the mere running of the car as a vehicle. Also that whereas certain units of the transmission are included in the design for what may be called "car" reasons certain others owe their inclusion to "engine" considerations.

Little has been said about the power unit except in so far as the most important points in which it differs from possible alternatives affect the whole lay-out of the transmission and involve the two main difficulties met by learners, use of the clutch and gear changing. The power unit naturally claims its own section and it may be said to form, with its own accessory units, a self-contained portion of the car. As a matter of fact modern practice is increasingly in favour of considering the clutch and gear box as an integral part of the engine unit, but for present purposes it is not intended to so regard them. When the main and accessory units set out at the beginning of this article have been dealt with the overlapping of the divisions found in varying types of chassis will be considered.



The 1926 Harley-Davidson Stream-line Twin,
Featuring 16 Important Improvements.
Arrived per S.S. "Empress of Asia"

Will you be the lucky one to have the first 1926 out on the road!—Come and let me demonstrate this wonderful machine with all the latest improvements.

Kindly book your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number have arrived.

ALWAYS IN STOCK

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Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Mobiloil

Make the chart your guide

Some people do not easily learn their lesson. It requires some time for them to develop themselves into quality buyers. They switch from one low-grade lubricant to another, each time thinking they can dodge paying QUALITY'S price and yet enjoy complete satisfaction in the service desired.

Cheap oil is not made to satisfy in service. It enables the user merely to get by—and then only provided that he is willing to put up with inconvenience, aggravation and various petty hardships. If the buyer would be as particular in checking up on the ability of the lubricant to live up to his expectations in service as he is in selecting the lubricant at the lowest possible price, he would save for himself a vast sum of money.

Cheapness penalizes not only one's satisfaction in the use of lubricating oil, but from an investment standpoint of view, it is extremely expensive; for, as a rule, the requirement for replacement of worn out bearings and other expensive metal is much more frequent than is the case with a quality product. The very purpose of quality is to give the utmost service, delivered in a manner that makes it a pleasure to use quality and enable this type of service to continue over the longest possible period.

Cheap does not always refer to price. An oil may be high-priced but cheap in that it lasts longer—is more durable—gives greater mileage to a gallon of benzine and eliminates unnecessary repairs, thereby adding years of service to your car.

There are "cheap" oils being sold at the same price asked for Gargoyle Mobiloil but these so-called lubricants lack quality and cannot give service. The reason they are sold at the price asked for Gargoyle Mobiloil is simply in order to hoodwink the public into believing that they are as good as Gargoyle Mobiloil.

It cannot be denied that Gargoyle Mobiloil is the very finest motorcar engine lubricant obtainable at any price. The fact that the demand for Gargoyle Mobiloil has almost doubled within the past eighteen months speaks volumes in support of our statement regarding its quality.

Make our Recommendation Chart your Guide when selecting the grade best suited for the lubrication of your particular make of engine.

VACUUM OIL CO.

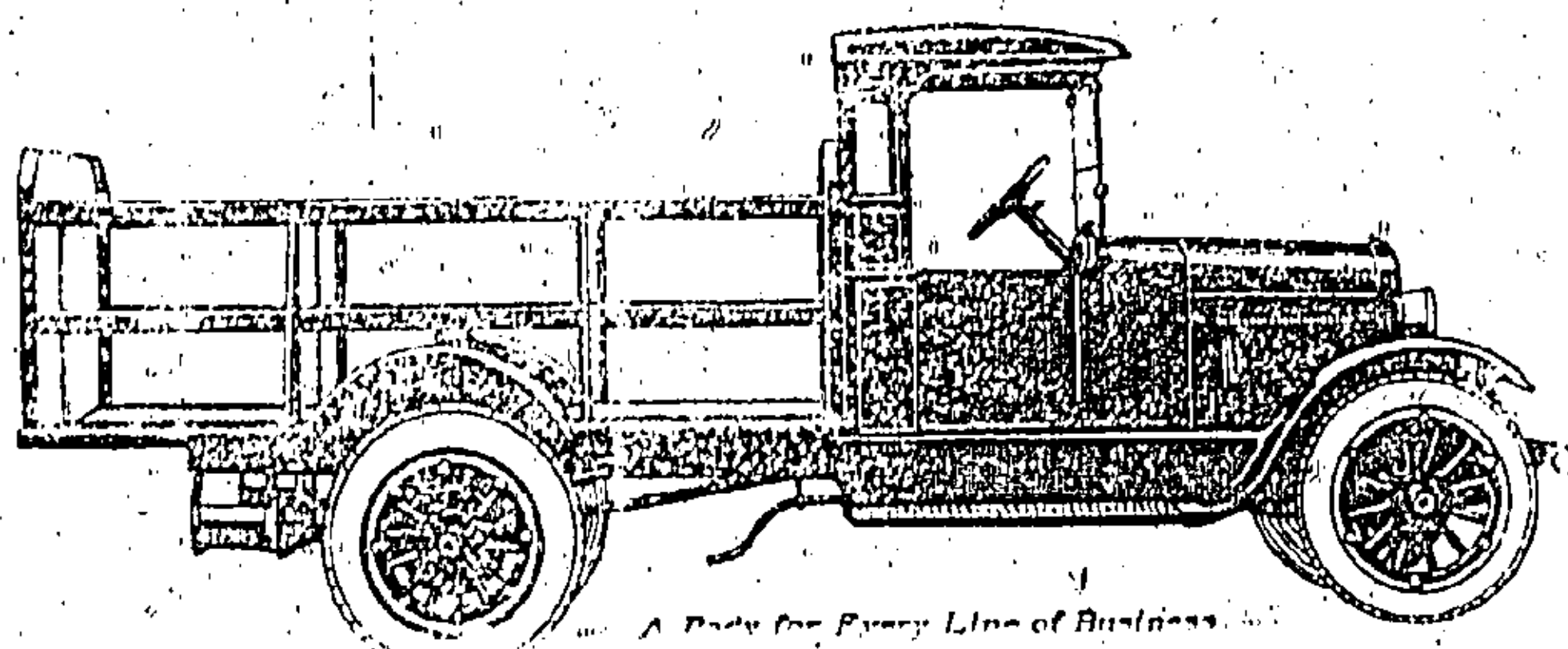
GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE



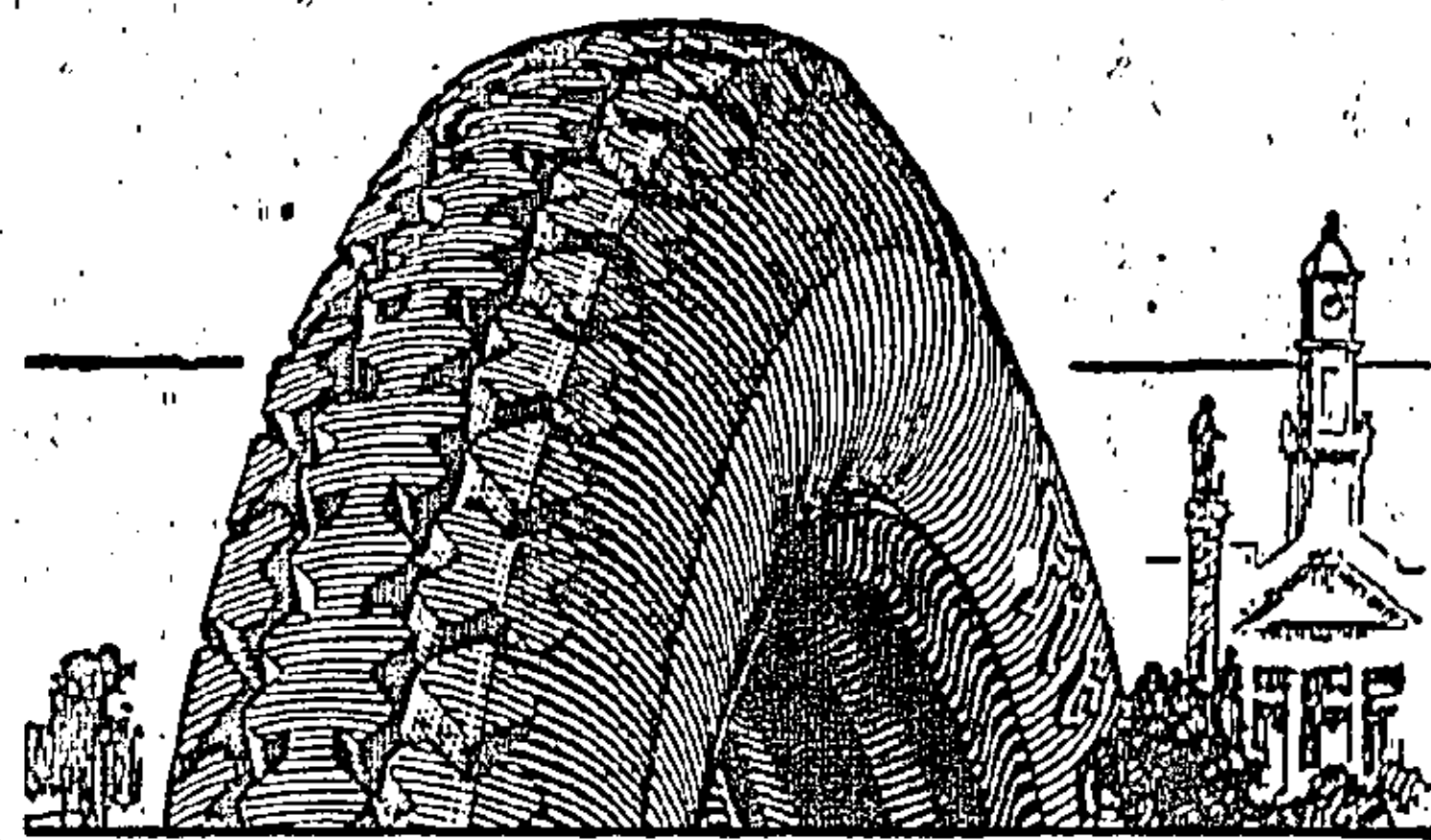
These trucks are noted for their ability to withstand long, hard use without repairs. Owners have the extra satisfaction of knowing, however, that they will always be within easy reach of ready service. No matter when or where the emergency may arise, there is a Dodge Brothers Dealer close at hand.

1-TON CHASSIS:	U. S. CY.
BB 130" W. B.	\$1,095
1½-TON CHASSIS:	
CB 140" W. B.	\$1,280
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MBM 140" W. B.	\$1,345
LBW 158" W. B.	\$1,395
PASSENGER BUS CHASSIS:	
YB 158" W. B.	\$1,600



THE DRAGON MOTOR CAR CO., LTD.

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Comfort, Safety And Long Mileage

ONE reason why more and more motorists turn every year to Firestone Cord tyres is the comfort which the live, buoyant body of the tyre provides.

Another is the sense of security which comes from the staunch resistance of the cross and square tread against skidding.

Comfort and security are definite Firestone advantages, added, always, to the economy of—

Most Miles Per Dollar

Firestone

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FOR MOTOR BOATS.

A NEW 6-CYLINDER MARINE MOTOR ENGINE.

One has often heard the complaint thrown at the British manufacturer that he will not cater for the special requirements of the Colonial and foreign markets. Such a charge is not justified to-day. The great motor exhibitions of 1924 and the British Empire Exhibition this year have amply demonstrated that British motor manufacturers are wide awake to the needs not only of the home market, but also of those in the most remote parts of the world.

No section of the industry has shown greater activity than that engaged in the production of marine motor engines. If any proof of the virility of British enterprise in this direction were needed it is only necessary to point to such outstanding achievements as the overhead valve engine with direct acting camshaft which has been specially designed for marine purposes by the Ailsa Craig Motor Co., Ltd., of Strand-on-the-Green, Chislewick, London, W. 4, and embodies the results of over thirty years' experience in this particular class of work.

Ever since the introduction of the Ailsa Craig "Kid" 10-14 h.p. 4-cylinder marine motor, which has proved so wonderfully successful in all parts of the world, the company have pressed forward their policy of providing first-class engines at popular prices to meet all requirements. The latest addition to the already comprehensive series of Ailsa Craig marine motors is a 6-cylinder 23-36 h.p. model which, complete with tailshaft, stern gear and propeller, sells at £262. This is certainly a remarkably low figure under any reckoning, but especially so when the very high standard of workmanship is taken into account.

Like its forerunners, the Ailsa Craig "Kid" 10-14 h.p. the "Kid Junior" 6-8 h.p. and the 20-24 h.p. models it is constructed on the monobloc system, with cylinders and crank-case all in one casting. This, in itself, is a triumph in foundry work, probably never before successfully achieved in a 6-cylinder engine of this type.

It has all the practical and well proved features for which Ailsa Craig engines are justly famous. The reverse gear is built in one unit with the engine, resulting in one of the most compact units for its power yet produced.

Accessibility to the various parts has been the subject of very careful study. Large inspection doors are provided to the crank-case, water pickets and reverse gear. The magneto is mounted vertically, with the contact maker face upwards, so that it can be easily inspected and cleaned. In fact, this arrangement applies to all fittings on the engine—everything is up above where it can be reached and quickly attended to.

All reciprocating parts are carefully balanced. The crankshaft and camshaft each run on two main and two intermediate bearings, while the well-known Ailsa Craig "offset cylinder" design has, of course, been retained so that the engine runs absolutely silently and is vibrationless.

The new engine fitted with the standard reverse gear is an ideal power unit for fast open boats and passenger launches of from 35 to 45 ft., while when fitted with the Ailsa Craig reducing-reverse gear, it provides a compact light motor capable of turning a large slow-running propeller which is specially suitable for the heavier type of cabin cruiser and commercial craft from 45 ft. to 50 ft. It will also be found that, owing to the compactness of the engine, twin sets can be comfortably accommodated, and in this way it will provide ample power for vessels up to 70 ft. length and more.

NEW YORK TAXIS.

There are about 21,000 taxis in New York, which doesn't include about 1000 other automobiles licensed to carry passengers. The taxis alone travel an aggregate of about 1,000,000 miles a day, or about 50 miles each.

A 60-MILE-AN-HOUR TRAIN, A QUARTER OF A MILE AWAY TAKES ONLY 15 SECONDS TO REACH THE CROSSING AND IT CAN'T STOP. YOU CAN

MOTOR TAX.

GAS TAX INSTEAD OF LICENCE FEE.

Some novel financial plans are being sponsored by Charles J. De Land, secretary of state of the United States.

DeLand suggests increasing tax on gasoline two to three cents and eliminating the annual automobile tax.

DeLand believes in having one license plate to last the life of the car, and a nominal fee of from \$3 to \$5, payable every year.

Licence transfers, when a car is sold, would be furnished for \$1.

This system would increase the financial income of the state and would eliminate the annual licence tag rush, which requires an increase of workers and the swelling of the state payroll.

SUNBEAM'S LONGEVITY.

A REMARKABLE TRIP ON OLD CAR.

There are many old-time British cars in existence and still giving good service to-day—Cars embodying that sterling strength and reliability which has always been associated, and is still, with the high-grade British models, but there can be few cars on the road today of similar age to the Sunbeam-Mabley which recently made a "no trouble" run from Wolverhampton to London.

Built in 1901, this twenty-four-year-old car has a 22-h.p. single-cylinder engine, tiller steering, and primary drive by a long flat belt. The clutch and 2-speed gear is really a combination of fast and loose pulleys, crude in comparison with present-day practice, but quite effective, as this car has amply demonstrated during the thousands of miles it has covered in its lengthy career.

On its latest run from Wolverhampton to London, a distance of 128 miles, carrying the driver and one passenger, the entire journey was done at an average speed of 13½ m.p.h., and on the level 18 miles an hour was easily maintained. The run was accomplished with astonishing ease, and showed what can be done with an old vehicle which was regarded in its day as one of the fastest and most reliable motor cars on the road, a reputation worthily maintained by the Sunbeams cars of the present day.

MOTOR BUS SERVICES.

As indicating the growth of long distance motor omnibus services in England it is interesting to note that there is now a regular daily service between Bristol and London, a distance of 120 miles. According to *Motor Transport* the fare for the single journey is only 10s. 6d., and the machines used are single-deck saloons.

AUTO INCREASE

Automobiles in Canada have passed the 600,000 mark for the first time in history. Ontario is the leading automobile owner among the provinces with 308,693 cars to its credit.

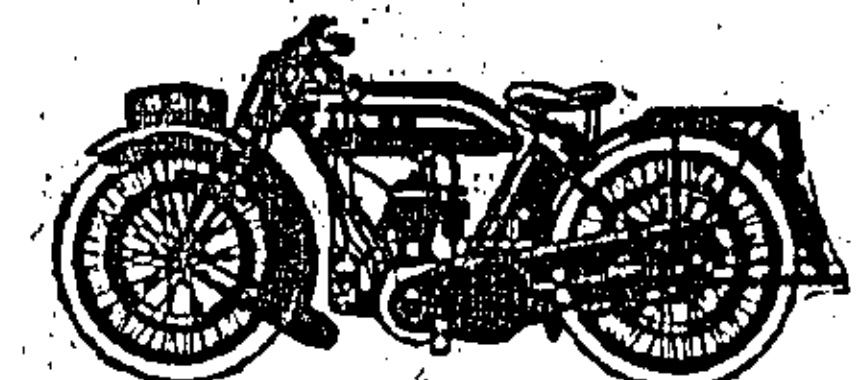
LOWER PAYBO

Number of employ automotive industry has increased by 13.6 per cent of that of 1923, reports the of Labour Statistics. T dropped 18.7 per cent.

B. S. A. MOTOR CYCLES



Famous For Reliability and Economy

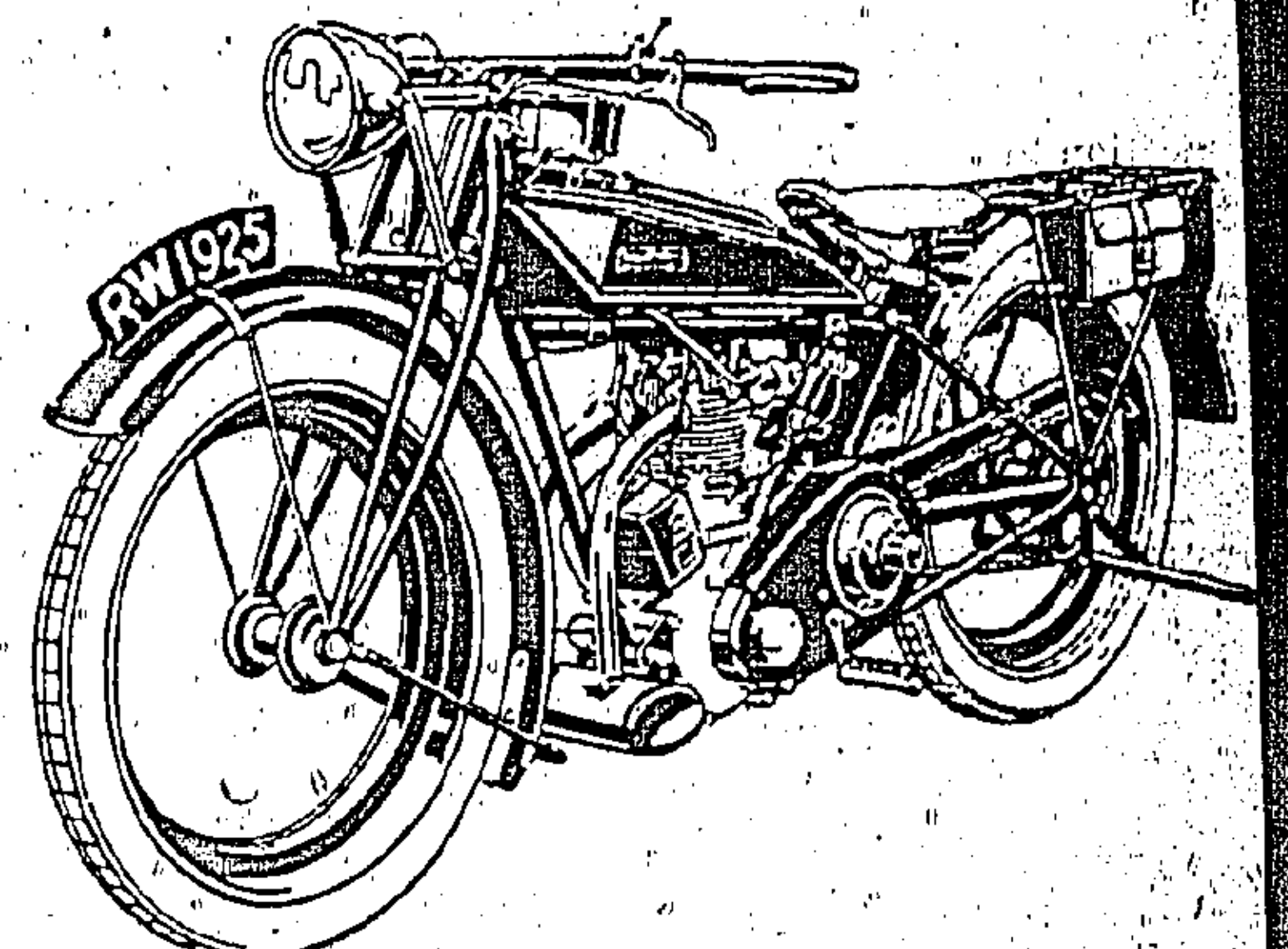


Full Particulars from the Sole Agents:

THE SINCERE CO

Rudge-Whitworth Four Valve Four Speed

MOTOR CYCLES



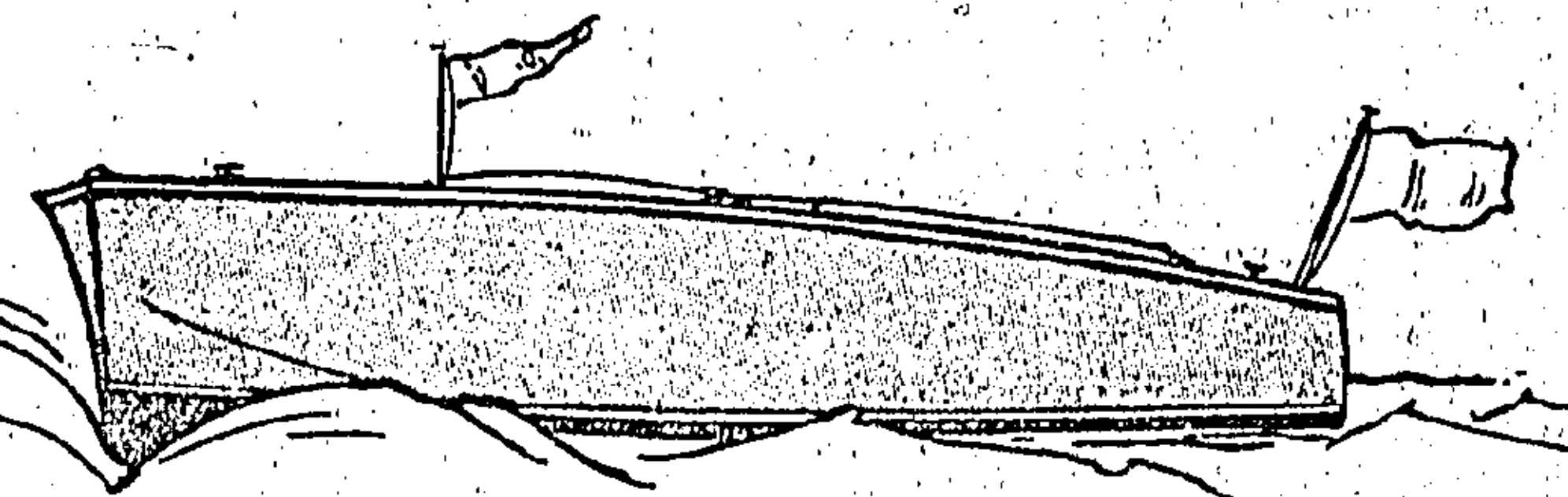
ORDERS NOW BEING BOOKED FOR A NEW CONSIGNMENT DUE TO ARRIVE SHORTLY.

FULL PARTICULARS FROM RUDOLF WOLFF & KEW LTD.

54, Queen's Road, Central.

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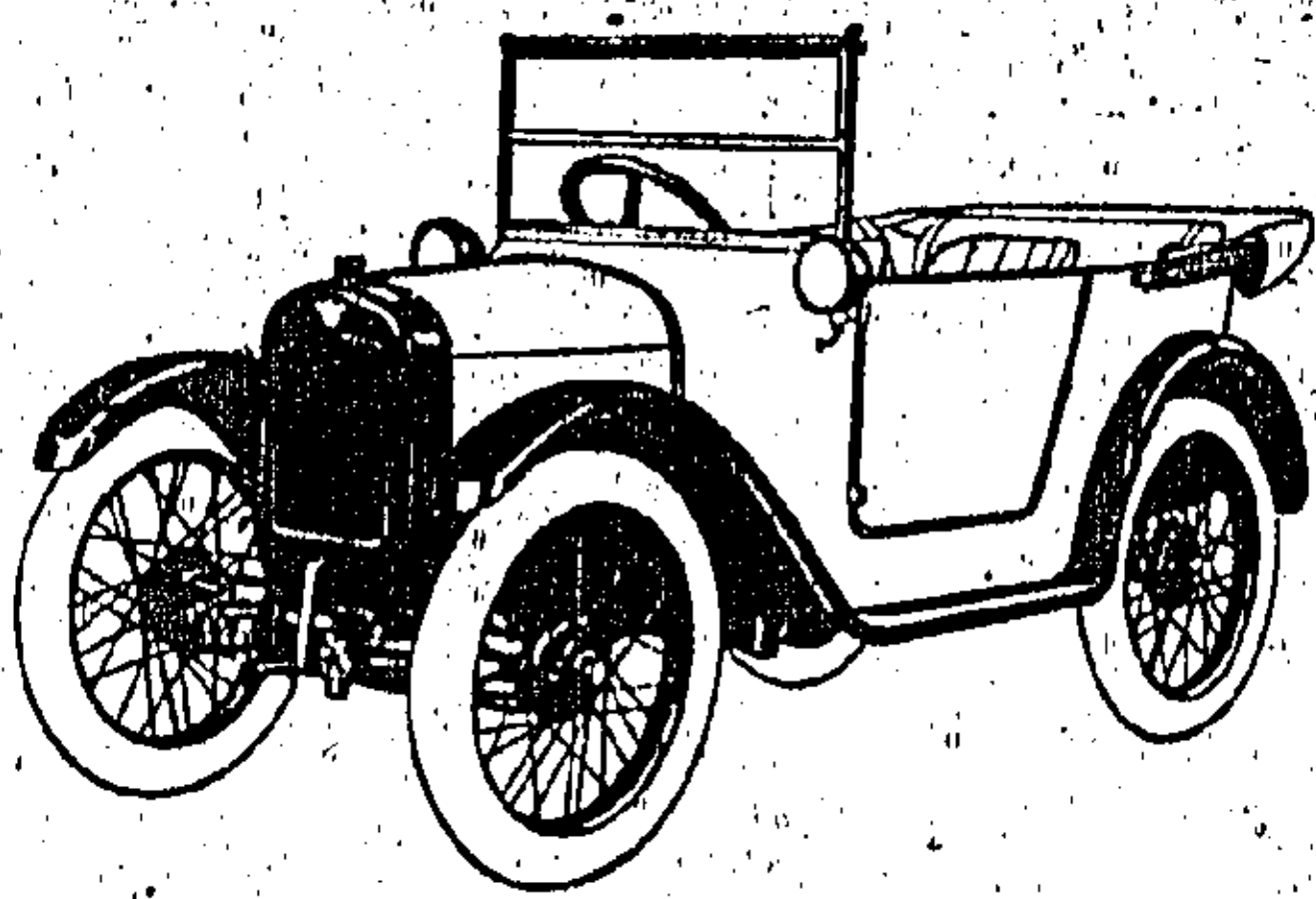
BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL & CO., LTD.

Sole Agents.

BUY AN AUSTIN "7"



Its cheap to run, costs little to buy, and sells for more than any other when selling time comes.

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG.

Economy

is simply
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SHELL

The regular use of Shell
Motor Spirit and Lubri-
cating Oils results in a
marked reduction in
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THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.
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YEP! That's a fact - -
Accessories, Spare Parts,
Magnetos, Columbia Bat-
teries, Texaco Oil, Texaco
Grease, Texaco Gasoline,
Acme Quality Paints and
Varnishes, "Most Miles
Per Dollar" Tyres and
Tubes (Firestone - - you
know 'em)

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.
Telephone Central 1246 or 1247.

TYRE DEVELOPMENT.

ADVANCE IN SCIENTIFIC MANUFACTURE.

The recent purchase by two of the large rubber companies of their own textile mill facilities in New Bedford Mass., U.S.A., has brought New England a little more intimately and definitely in touch with the great automotive industry than it had ever been before.

The two units of the Rutch Cotton Mills purchased by The Goodyear tyre & Rubber Co. will be used exclusively for the production of tyre materials specifically the Super-twist cord recently developed by Goodyear.

How is a tyre made and what is the difference between a good tyre and a poor one?

Probably most people do not realize the tremendous advancement in the manufacturing processes that have come in the tyre industry within the past decade unless they have compared the mileage they used to get from their tyres with that given by automobile tyres to-day.

When the Goodyear company was organized in 1898, its main product was carriage tyres, bicycle tyres, and a few accessories.

As recently as a quarter of a century ago the automobile tyre as a factor of the industrial world was unknown. Last year more than half a billion dollars worth of automobile tyres were built and consumed in the United States alone.

P. W. Litchfield first president of Goodyear, joined the factory in 1901 as factory manager, and under his direction in that year the first automobile tyre was built by Goodyear. Since that time more than 60 million tyres have been built under Mr. Litchfield's direction at the Akron plant.

And tyre production has spread out to plants in Toronto and Los Angeles, each of them having a capacity of more than 5000 tyres a day.

The first tyres were crude affairs, bolted on or wired on to the rim.

Then followed the beaded edge tyre with a hard rubber bead which solved the problem of holding the tyre on to the rim, but which was difficult to mount and remove, especially in the larger sizes.

The Goodyear experimental department worked out the straight side or demountable tyre for the larger sizes, which quickly became standard construction.

The next important advance in tyre manufacture was cord material which in the finished tyre was largely free from the sawing effects of the square-woven fabric which heated up and burned out the rubber and so shortened the life of the tyre. The great contribution made by cord fabric was to eliminate internal heating in a tyre and it substantially lengthened the mileage given by tyres.

The next great improvement was the balloon tyre which promises to drive out the high pressure tyre in the same way that the cord fabric supplanted the old square-woven fabric.

The characteristics of the balloon tyre that have brought it so quickly into popularity and into a position where it is optional or standard equipment on practically all makes of cars are: (1) easy riding qualities; (2) better traction and non-skidding effect; (3) the extra cushioning it gives the mechanism of the car with the consequent saving of car repair bills.

The balloon tyre is less likely to puncture than the high pressure tyre in presenting a more yielding surface to a blow from any sharp object, and the indications are that a balloon tyre without chains will pull its way through mud and deep snow better than a high pressure tyre equipped with chains.

The last great improvement in tyre construction is the Super-twist cord worked out by the Goodyear company at its experimental weaving room. At Goodyear Connecticut, which produced a fabric of equal strength and much greater elasticity and stretch than the regular cord fabric.

The advantage of the more resilient fabric is seen in the fact that when a tyre strikes an object in the road when travelling at a considerable speed it will give and absorb the blow rather than break up and blow out.

From this resumé it will be seen that cotton fabric is a vital factor in the making of automobile tyres, and indeed a rubber tyre might as properly be called a cotton tyre since cotton fabric represents

ENDURANCE DRIVER.

TRAINED ON VEGETARIAN DIET.

In seven days the United States has been crossed by a closed automobile, establishing a feat of significance to two industries—the automobile and the moving picture. Actual running time for 3,370 miles was 96 hours, 15 minutes. The car was a stock model Studebaker Standard Six Coach.

A remarkable feature of the run was that a trained endurance driver, a vegetarian living on California fruits gave up the drive at Kansas City when his home state product ran out, and the rest of the run was made in record time by an amateur who never had attempted such driving.

This, with the fact the car was a stock model Studebaker Standard Six Coach taken off the sales floor at Los Angeles, make the record run more nearly akin to the experience of the average motor car driver than any similar run ever made.

Mike H. Newman is the man who brought the Coach from Kansas City, where it was two hours behind schedule, into New York City two hours ahead of running time, after having rested 15 extra hours in Philadelphia.

The Coach carried the first prints of a Christie moving picture comedy, "Seven Days," for a preview show in New York. Along the route time was taken for a number of preview showings in the larger cities, and this is expected to open a new era in motion picture exhibition.

nearly as much of the weight and a larger part of the cost than rubber in the highest grade tyres.

What are the difference between a good tyre and a poor one? Good materials comes first.

That means long staple cotton, the best grade of plantation rubber and highest standard compounds to be mixed with the rubber.

Tyres can be made of short-staple cotton or with inferior quality of drop thread fabric made of peeler or Mississippi Delta or long-staple Arizona or Egyptian cotton but in the best grade of tyres the cotton is of long staple, and its fabrication into tyre fabric must be most carefully effected.

Pure rubber, like pure gold, is valueless in tyre construction until mixed with certain chemicals and compounds which give it the required degree of strength, hardness, resistance to abrasion and the like.

Indeed rubber was commercially useless until 1837 because of the fact that when warm it would get soft and melt, and when cold would grow brittle and crack. In that year Charles Goodyear, after many years of painstaking experiment, discovered that rubber mixed with sulphur and combined with heat, would vulcanize and thereafter would remain impervious to any change in temperature.

Goodyear's discovery laid the foundation of the billion dollar rubber industry of to-day.

Given a high grade rubber, fabric and compounds, the tyre manufacturer's next problem lies in correct construction and design. The tyre is built up from plies of fabric, cut on the bias and running in alternate directions. A tyre must be built of enough plies to give it the required strength to meet the load it must carry and the road conditions it must meet. The number of plies may vary from two to 10 or 12 in the largest size truck tyres.

In a Goodyear tyre the internal heating tendency due to the cords in the alternate plies running in the opposite direction sawing against each other over the uneven surface of rough roads is still further reduced by the group-ply construction under which the plies are alternated in pairs, making a substantial reduction in the friction.

With a sturdy body and a correctly built bead to hold the tyre on to the rim, the next thing is a tread of tough rubber to protect the fabric from road wear and from moisture.

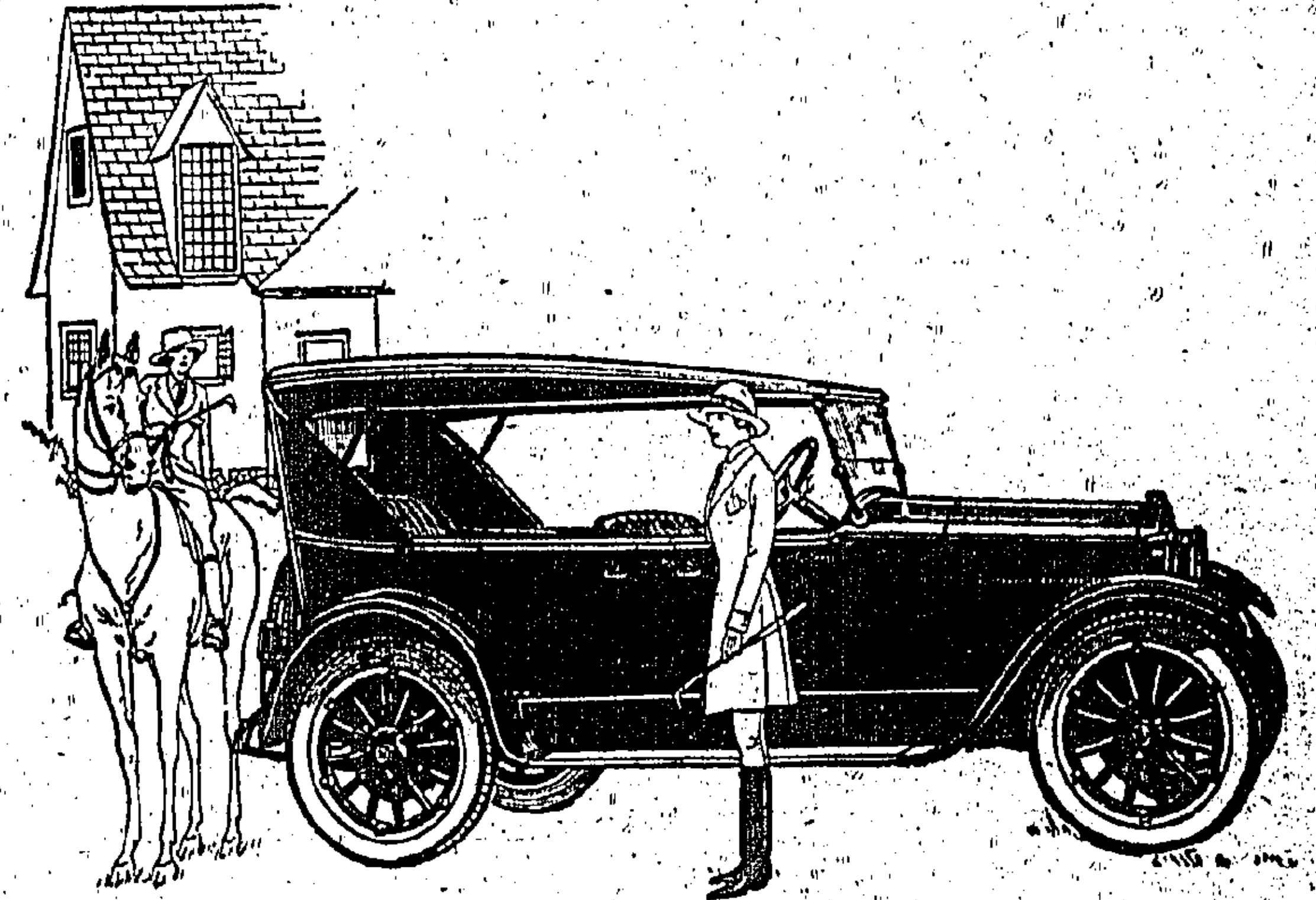
The first treads were smooth treads, but manufacturers found that by moulding a non-skid design into the tread there was a great increase in traction and corresponding reduction in the tendency to slide on icy and wet surfaces.

The Goodyear diamond shaped tread design, which is the oldest one in the industry, is designed to immediately check a skidding tendency in any direction, while in mud and snow the great diamond blocks dig in and give added traction to a car.

A LONG TIME INVESTMENT

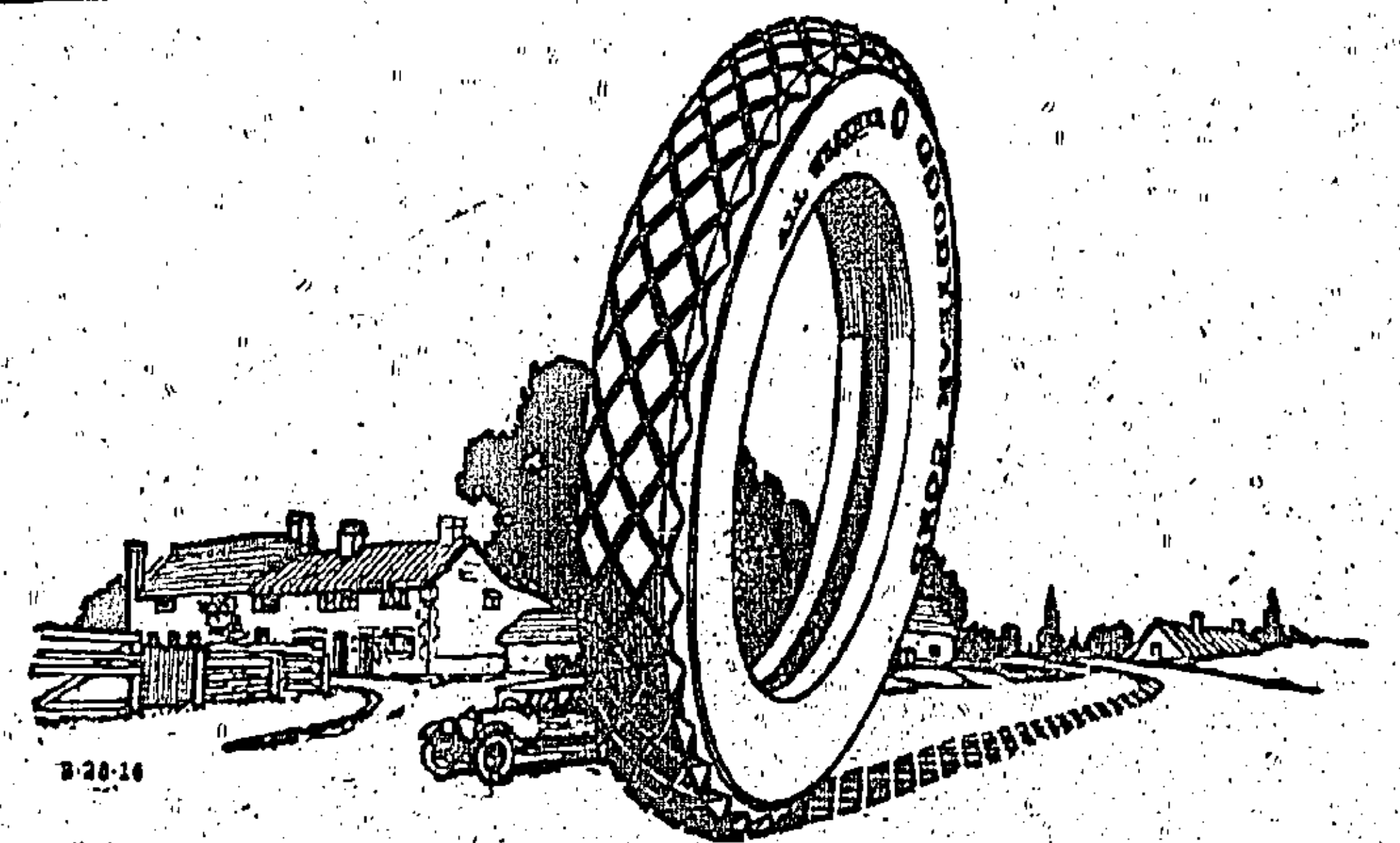
So universal is the Dodge car's reputation for long life, that exceptional mileage records no longer excite surprise. These cars are made by Dodge Brothers at Detroit and at Ontario, Canada.

Touring Cars that were built by Dodge Brothers during the first year of their existence as motor car manufacturers, are still in active daily service.



The Dragon Motor Car Co., Ltd.

Registered Head Office and Show Room:
33, Wong Nei Chung Road Happy Valley.



**Now - - SUPERTWIST Makes
Better Goodyear Cord Tyres**

You know what strength and long life have been built into Goodyear Cord Tyres.

Now you may confidently expect even greater service from Goodyear Cord Tyres, because all Goodyear Cord Tyres are being made with SUPERTWIST.

SUPERTWIST, the extra elastic, extra enduring new cord material, far out-stretches ordinary cotton

cord. Its maximum flexing power protects the tyre from rupture, stone bruise and other injuries. Thus, it virtually increases the life of the tyre.

These advantages you get only in Goodyear Cord Tyres the only

tyres made of SUPERTWIST. SUPERTWIST cord tyres are your assurance of greater durability, tractive power, road safety and longer mileage.

NEXT TIME BUY

GOODYEAR
CORD TYRES

Made With SUPERTWIST

MADE IN CANADA

DISTRIBUTORS

ALEX. ROSS & CO., (CHINA), LTD.

Bank of China Building, Hongkong.

CADILLAC ROADSTER PROVES POPULAR

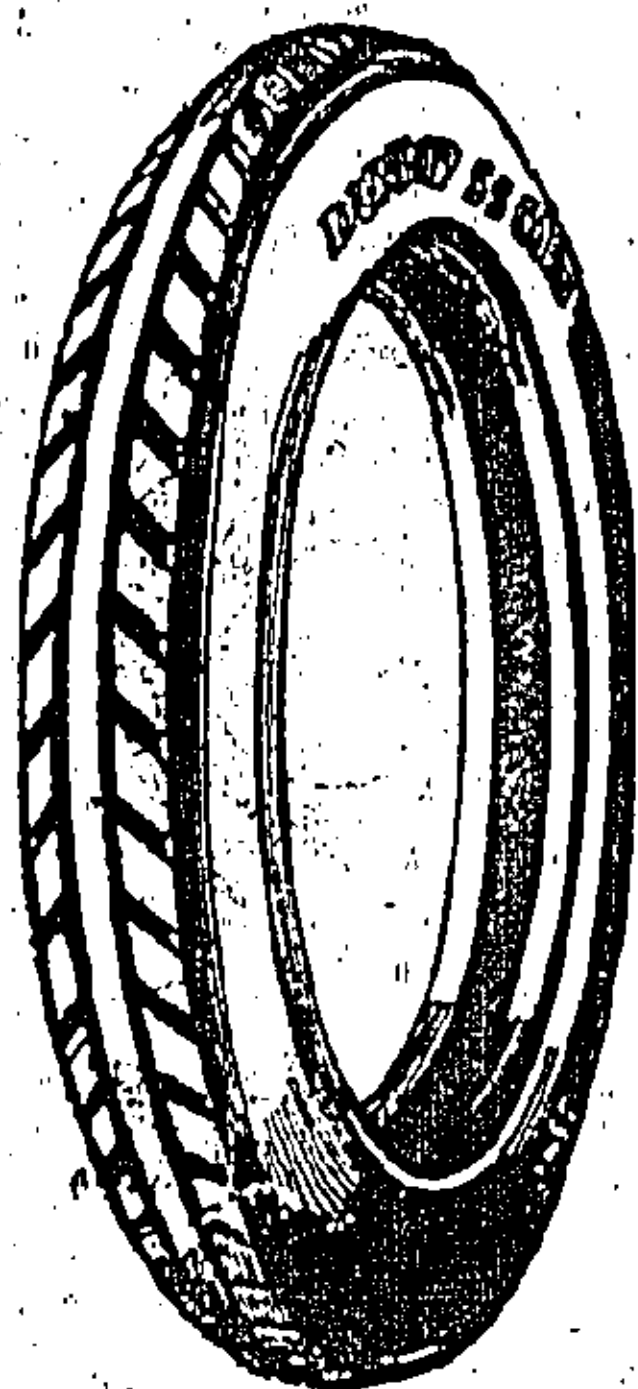


To meet the rising tide of roadster popularity, the Cadillac two-passenger open car is appearing in new dress, with colors as varied as those shown in the Spring fashion plates.

The long, low body lines are accentuated by a belt line molding and a dash of paprika, added by the nicked radiator casing, and nicked head lamps, side lamps and hupcase.

Why

DUNLOP CORD TYRES



should be on your car

They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is controlled from its source.

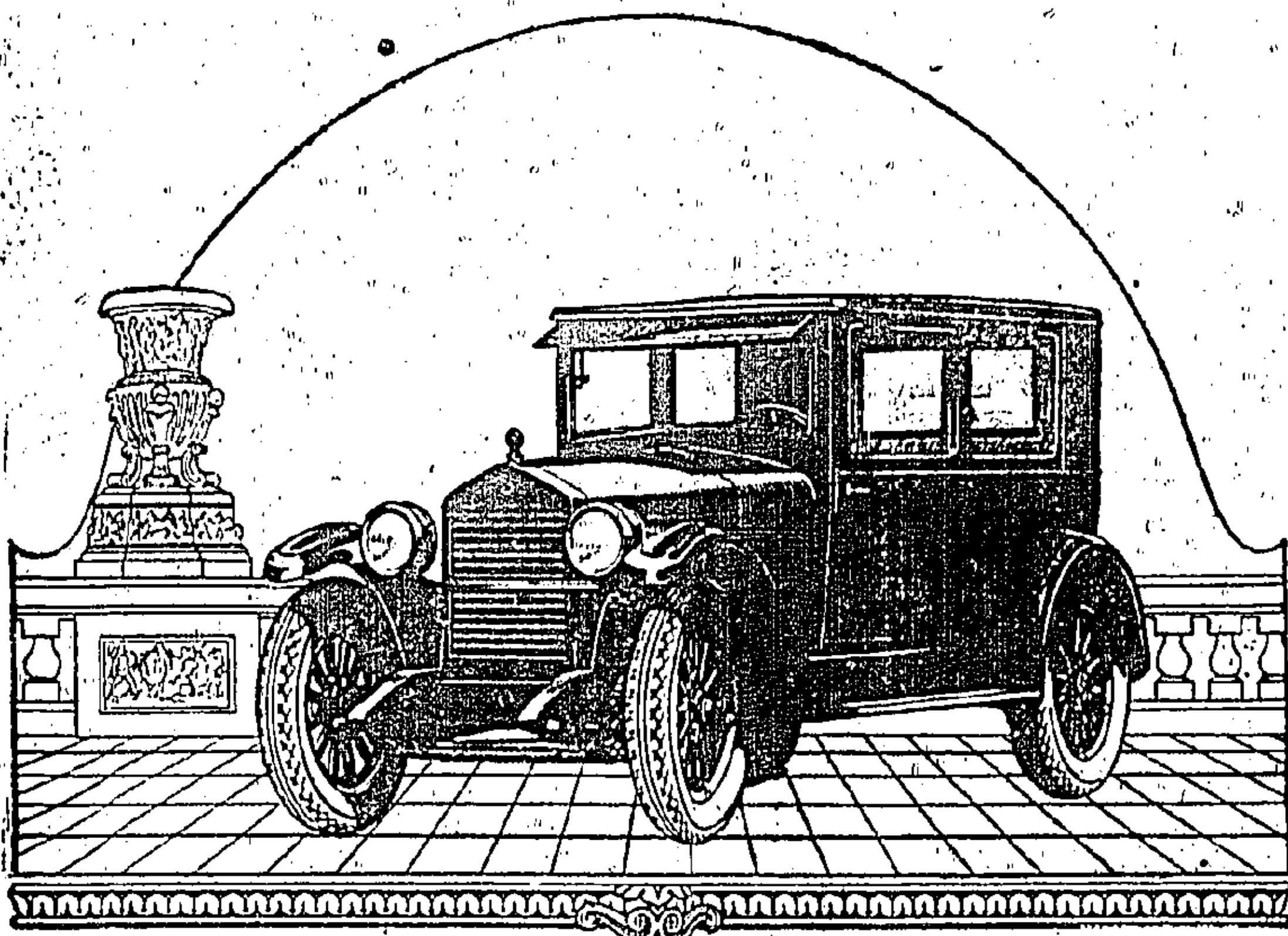
They are made on the proved best principles, applied in the best way.

They give longer mileage and better service than any tyre in the world.

AND—the DUNLOP RUBBER COMPANY maintains its own Branch organisation on the spot, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters.

Dunlop Rubber Co. (China), Ltd.
Hotel Annexe Building. C. 4554.

Hongkong Hotel Garage
(Distributors) C 479. 5.



ESSEX COACH \$2,400

Built by Hudson, Essex not only shares the advantages of the famous Super-Six patents, but also the value-building supremacy of their enormous combined production.

It is the one issue in the most astounding sales success of motordom. The greatest of all Essex values is responsible for the greatest of all Essex years. No car, at or near the price, rivals it in actual proof of value—which is SALES.

Hudson-Essex Now World's Largest Selling 6-Cylinder Cars

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

DODGE BROTHERS' SUCCESS.

MAXIMUM AMOUNT FOR MONEY.

It is only logical that the public should prefer to deal with successful merchants and manufacturers, according to A. T. Waterfall, vice-president and member of the board of directors of Dodge Brothers.

"The very fact that they are successful," he says, "is proof that they satisfy their customers."

"The more successful they are, in fact, the better position they are in to provide this satisfaction. Instead of cutting corners here and there and everywhere in the constant effort to effect economies needed to keep the business alive, they make frequent, substantial investments in good will. They buy better materials, make better goods and do other things to increase the customer's satisfaction. And they can afford to do it, without passing all the costs on to the consumer, because increased satisfaction makes increased sales."

"Dodge Brothers business has always been conducted with the idea of giving the customer the maximum amount for his money. Year after year I have seen millions of dollars in profits turned back into the business for the direct benefit of the buyer of Dodge Brothers product. Many of these millions might easily have been added to the profits of the owners. It has always been a good car and the public would have continued to buy it. But the founders laid down the principle of constant improvement when they established the business and this principle has been followed to the letter. It has taken money, and it has taken courage on the part of the owners of the business to reinvest so much in a product already proclaimed exceptionally good, but it has paid."

"It has not served to retain the good will originally built up by John F. and Horace E. Dodge, but it has even strengthened public confidence in the product. As a result, every year since the first has been a better year for Dodge Brothers, with 1924 showing an increase of 35.6 per cent. in the face of a general decrease in the automobile industry. "Buyers of Dodge Brothers product, when they see how it improves year after year, appreciate what it means to deal with a concern that is financially able to make its product better and better, regardless of conditions."

"No financial obligations have ever existed to hamper improvements or hinder expansion, for Dodge Brothers were independent long before they began building their own car. During times of grave financial depression and even during the rehabilitation days following the war, and during their own period of greatest expansion, they have never borrowed a dollar."

"This financial strength of Dodge Brothers constitutes a perpetual guarantee of permanence to the Dodge Brothers dealer. It links him with a business that will endure and prosper—and that is the type of merchant with whom the public prefers to deal."

A UNIQUE TEST.

We learn from *The Motor Cycle* that the Auto Cycle Union—governing body of the motor cycle movement in Great Britain—recently undertook a unique test of a B.S.A. motor cycle. All component parts necessary to build up a complete machine were purchased by various agents (chosen by the A.C.U.) at fourteen different points and it was found that 44.1 per cent. were supplied over the counter, 15.73 per cent. were delivered within twenty-four hours, 34.42 per cent. within forty-eight hours, and 5.74 per cent. seventy-two hours; after the order was placed.

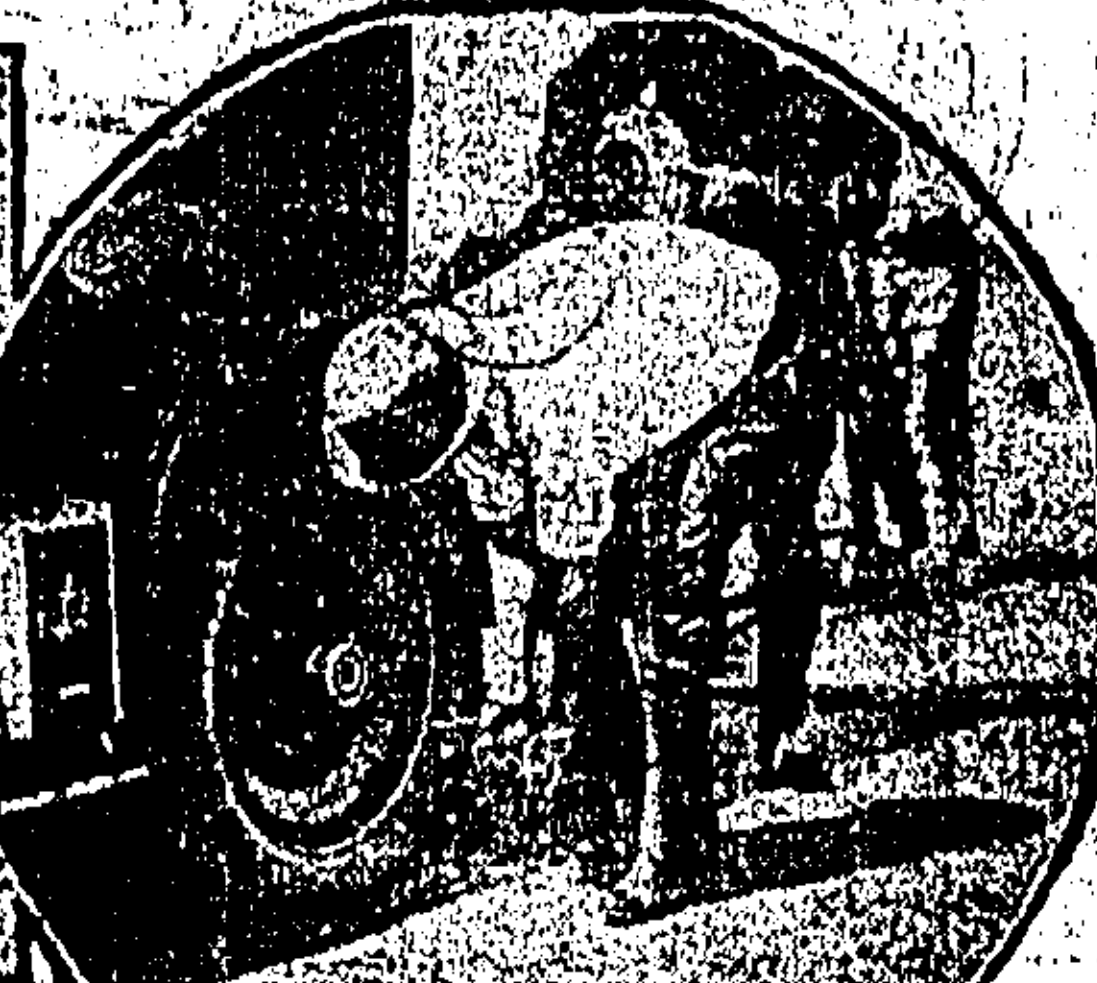
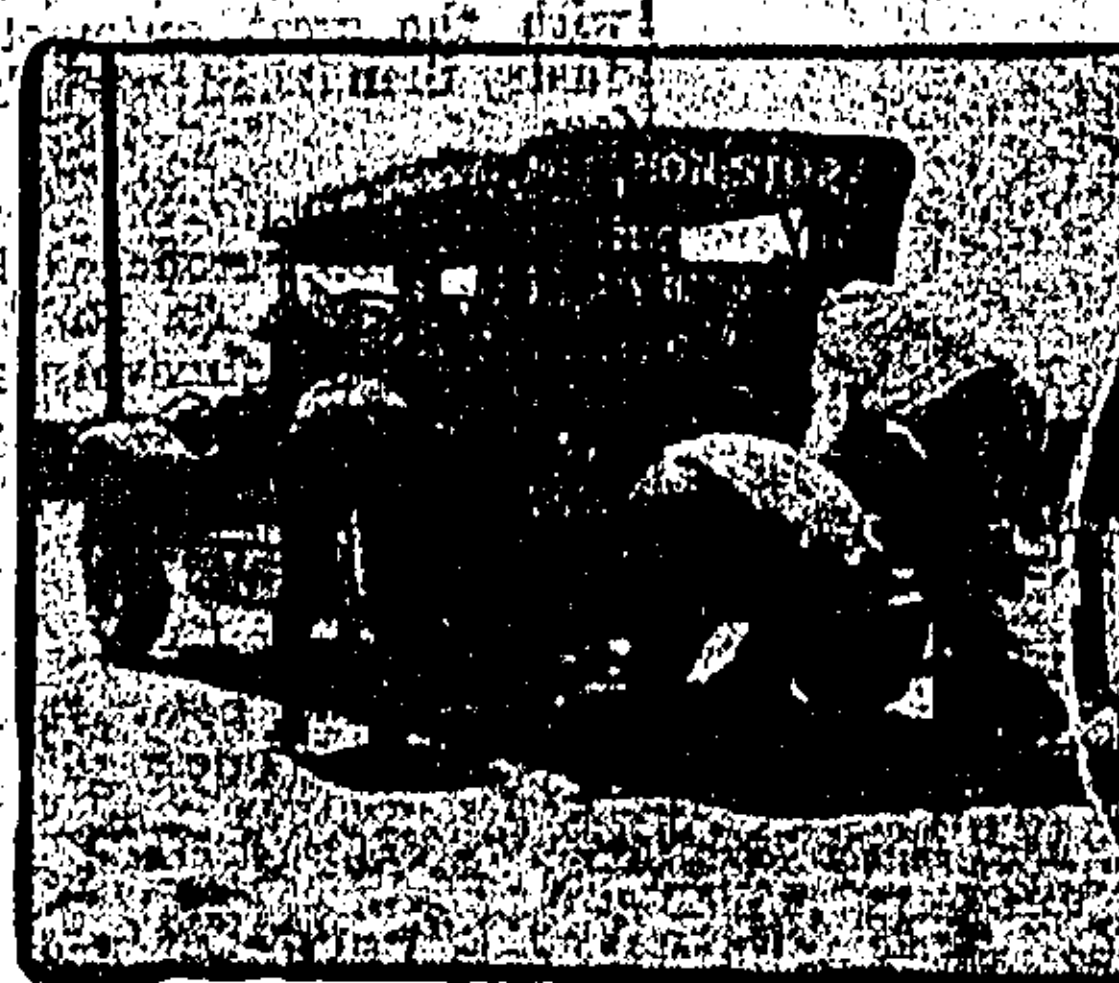
The machine was assembled in four hours forty-four minutes, only hand tools being used, and then it was run 105 miles over a trials course.

WORLD AUTO SURVEY.

The U. S. Department of Commerce has sent questionnaires to its representatives in 35 foreign countries, covering bus, transportation conditions throughout the world. Laws and development of bus use will be compiled when the answers are received.

TYRE CHANGING WHILE ON NON-STOP RUN.

DIFFICULT FEAT PERFORMED BY AMERICAN AVIATOR WHO VISITED K.H.



Top picture at left shows Lieut. Wade placing jack under axle while a stone is being put under the wheel. At the right the hub bolts are being loosened. Below the jack is seen in place.

Top picture at left shows Lieut. Wade placing jack under axle while a stone is being put under the wheel. At the right the hub bolts are being loosened. Below the jack is seen in place.

Since the successful completion of their trans-continental nonstop automobile trip from Los Angeles to New York, Lieut. Leigh Wade, world flier, and Linton Wells, aerial stow-away, newspaper man and lecturer, have been asked more times about their stunt of changing a punctured rear tyre while the car was in motion than about any other feature of their record breaking feat.

From Tucson, Arizona, near which city the puncture occurred comes the story of how the thing was done, possibly the first time it ever was attempted. The tyre was changed in about forty minutes with the change crew running alongside the big Packard Eight for about four miles.

The car was on the pavement when the deflated tyre was first detected. Wade was driving. Wells joined the crew from the pilot car and the process of discovering the intricacies of the Dolly jack strapped to the running board was started. This jack, equipped with four wheels, had been tested only for the front wheels before the start from Los Angeles. It was found that it would not raise the car quite high enough to clear the tyre from the ground. Another mile—and a short piece of plank was fastened to the top of the jack.

By this time the tyre had gone down so far that the height of the jack when released plus the thickness of the plank would not permit the jack to go under the axle. Then a big rock was placed under the offending wheel and Wade who had traded places at the wheel with Wells followed the plank clapped jack as closely as possible to the rear axle. The Packard rolled over the rock, Wade shoved the jack in place and as the rock was left behind the car hit a solid position on the jack. An accommodating Phoenix speed cap arrived with a gallon thermo jug of lead water to counteract a temperature of 116 in the shade of a cactus and a working temperature of about 173°.

By means of a special individual rear wheel braking device the crippled wheel was partially locked and enough traction was thrown to the rear wheel to propel the car. The hub bolts had been loosened during the difficulties of getting the Packard on the jack. The balance of the toughest tyre change that has ever been accomplished consisted of lining up the holes in the disc wheel with those of the hub while the hub itself fitfully released itself from the brake and occasionally took a spasmodic revolution or two enroute.

Difficult as it was the changing of a tyre was by no means as heart-breaking as many other incidents in the trip. Near Las Vegas, N. M., Lieut. Wade missed the main road and while following a poorly defined wagon track and hurrying to catch his escort he hit a high irrigation culvert. The car was thrown into the air, all four wheels leaving the ground but it landed upright in the irrigation ditch and without a stop Wade ran along in the ditch until he could pull out into a field.

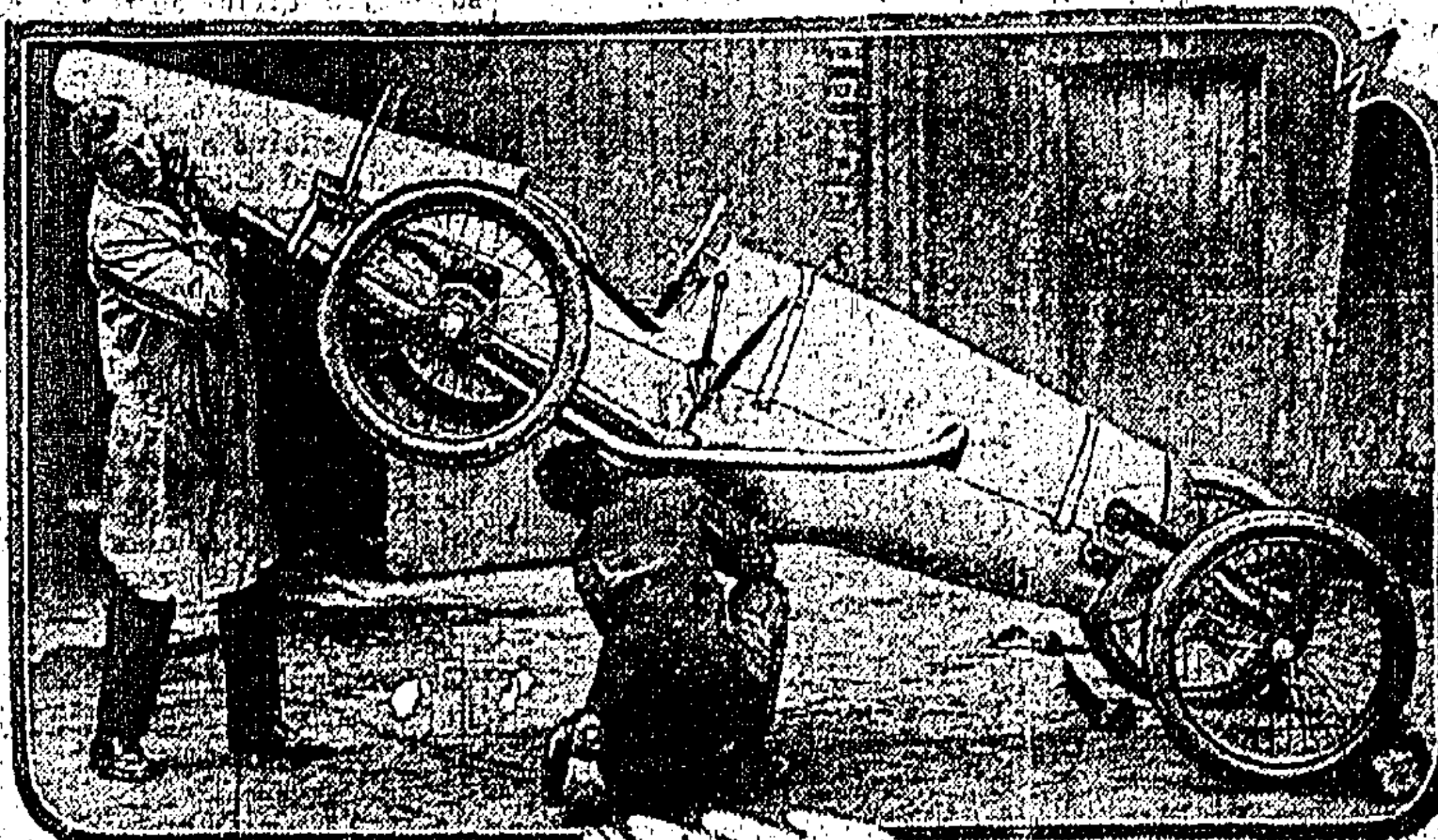
Crossing Missouri two cloud bursts were encountered which made the gumbo roads impassable for normal driving. Several times the Packard slid into the ditch and churned its way through the mud and water without a stop. Men from the escort cars had to keep shovelling the mud away as it dammed up in front of the front axle and by main strength had to hold the wheels in the ruts. Hours were spent with the car travelling only a mile an hour.

Nearing St. Louis gravel roads were encountered and at this point, the tyre chains which had been put on without a stop in the gumbo mud country threatened to break and lock the rear wheels. Wells took the wheel and drove as slowly as possible. Wade drove under the rear end of the car and hooking one elbow around the rear axle permitted himself to be dragged on his back over the gravel while with his free hand he cut the wires with which the chains had been fastened. His clothes were torn off and his back badly lacerated.

Of great interest to motorists generally was the fact that the trip was made without a change of oil, due to the oil recifier with which the Packard car is equipped. At the end of the 3965 miles the oil in the crank case showed less than two per cent. of dilution. Oil was added from time to time but in the whole trip only 20 quarts were used. Gasoline was taken aboard the car in five gallon tins from escort cars and poured into a 40 gallon auxiliary tank in the tonneau. A total of 323 gallons of gasoline was used or nearly 31 miles to the gallon, despite the terrifically hard going clear across the state of Missouri.

After the trip was ended the motor was restarted without any repairs having been made and run without a stop, without a change of oil and without any repairs other than the changing of two spark plugs, for 162 hours and 45 minutes, when it was shut off so it could be displayed in the show room of the Packard sales room, in Boston. The total running time of the motor was 328 hours and 35 minutes.

EUROPEAN RACER LIGHT ENOUGH TO FLY.



Put wings on this little racer and it ought to be able to soar into the air, it is so light. It's one of Europe's small racers which will compete in forthcoming racing events on European tracks. It's called the "Japette," and can be carried easily from place to place.

OREGON AUTO LAWS.

Oregon has enacted laws which make it a criminal offence to operate a motor vehicle with intent to do so. The laws also require that applications for licenses be accompanied with certificates of title.

PAYING FOR OTHERS.

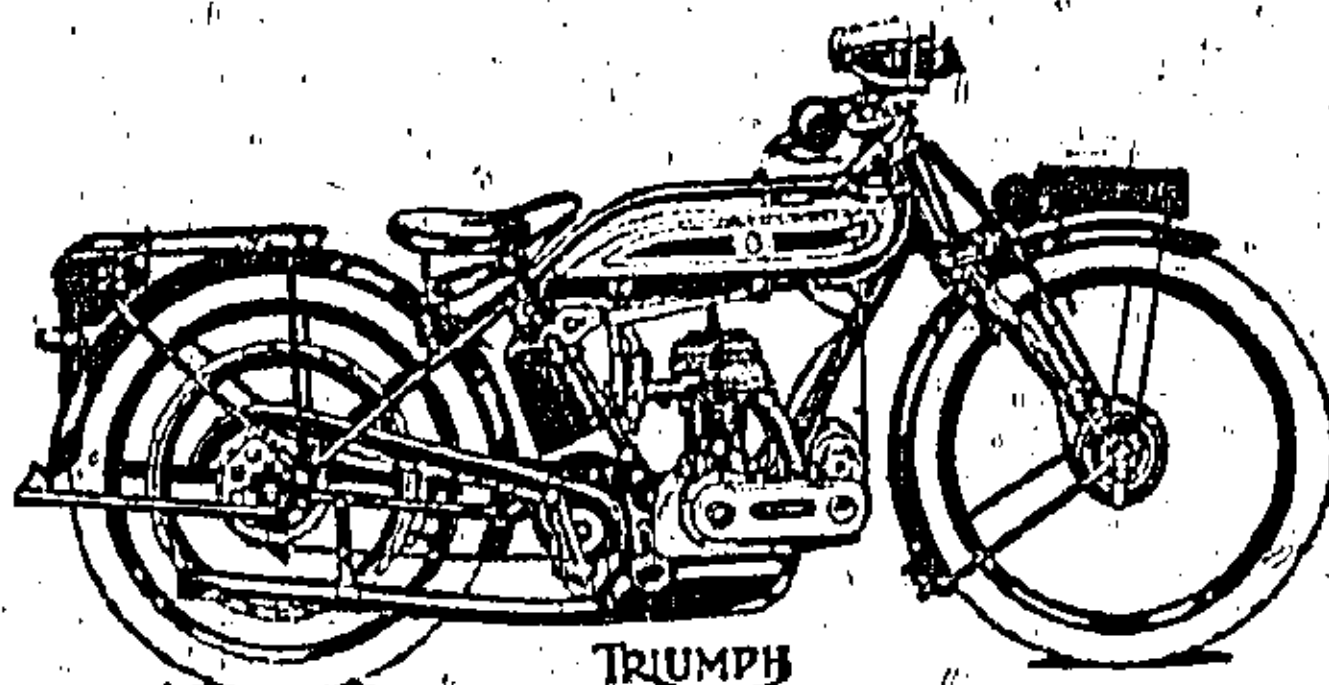
A large part of the gasoline taxes paid by motorists are being used for other than automotive or highway purposes, charges American Automobile Association. One-seventh of the gas tax, in seven states, went to other state payments.

FROM OTHER STATES.

Forty per cent. of the arrears for traffic law violations in Delaware last year involved foreign cars, reports the superintendent of the state highway police. More than half were for reckless driving and only a small number for lack of proper licenses.

TYPE "P"

TRIUMPH



QUESTION— Why does the type "P" dominate the local Market?
ANSWER— Value - for - money.

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG.



ROBERT BOSCH MAGNETOS.

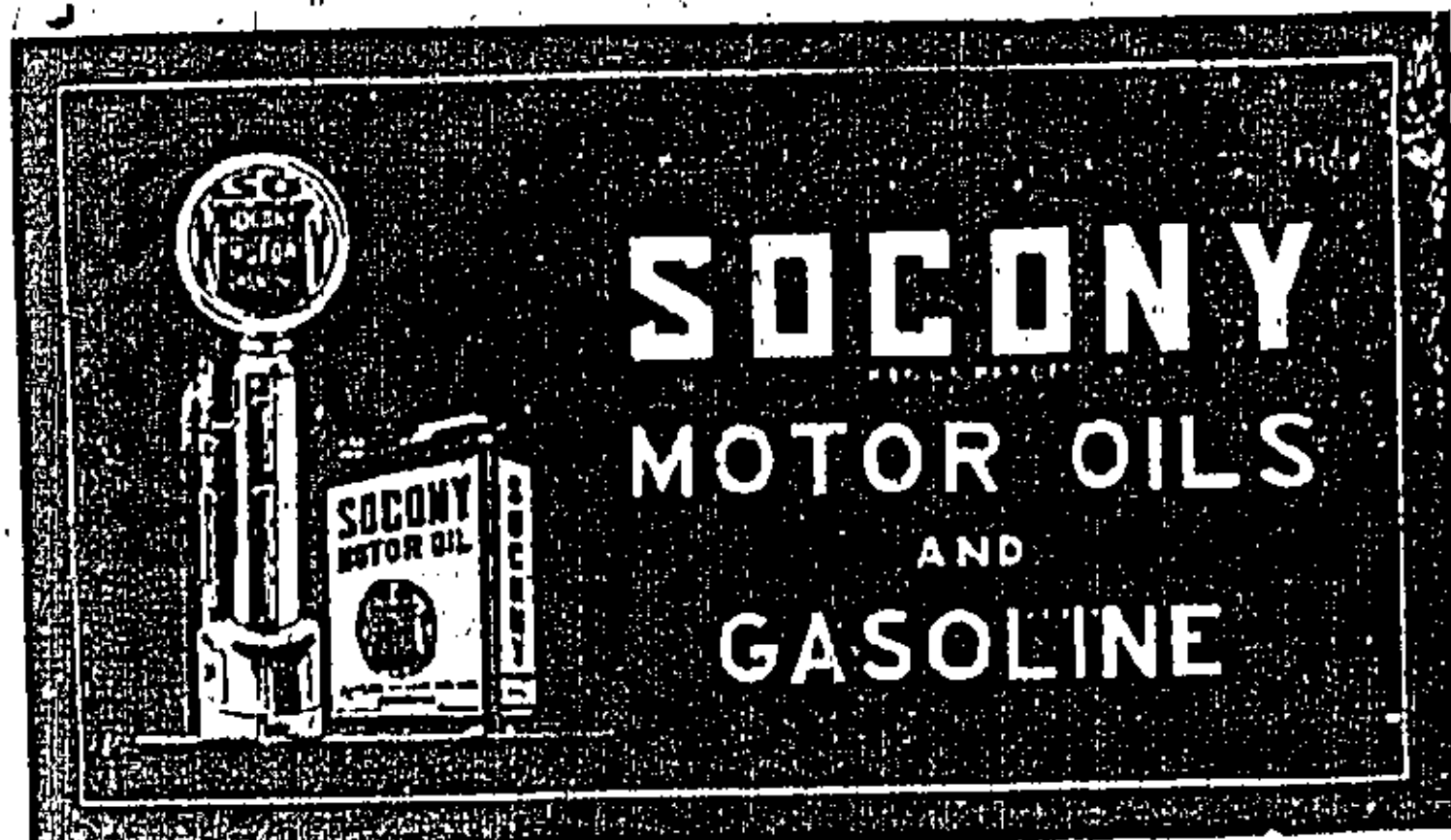
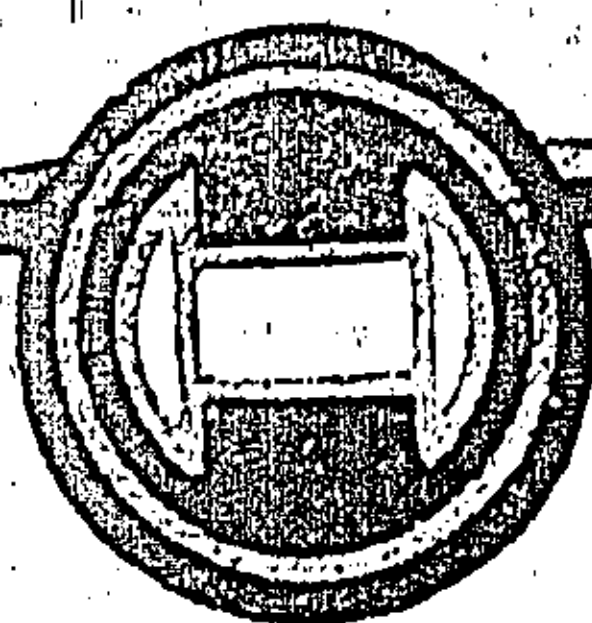
The Robert Bosch Magneto is made of the best materials and with equipment ideally designed for quality production.

- 1—Cylinder Magneto:
Right or Left Hand.....\$60
- 2—Cylinder Magneto:
Right or Left Hand.....\$65
- 4—Cylinder Magneto:
Right or Left Hand.....\$60
- 6—Cylinder Magneto:
Right or Left Hand.....\$95

THE DRAGON MOTOR CAR COMPANY, LIMITED.

Telephone Central 1246 or 1247.
33, Wong Nei Chung Rd., (Happy Valley.)

Pay close attention to the name of
ROBERT BOSCH
and this



MOTOR-CAR BODIES.

MULTIPLE WELDING GIVES LOW COSTS.

A manufacturer is said to have stated recently that some time in the near future motor-car bodies would be made at a cost in pence where they now cost pounds. The secret probably lies in the mass production of the all-steel body. As is well-known, M. Andre Citroen has taken up this type of specialised body to fit his chassis, and it is not improbable that other makers will follow his example. The cutting down of labour costs to the barest minimum is making so important an advance that in the near future they might hardly be worth calculating. All that is essential to success is a sufficiently large production.

These ideals in production methods fall not far short of the present achievements of the Edward G. Budd Manufacturing Co., of Philadelphia. This firm has been producing all-steel bodies since 1912, and many American car manufacturers, as well as a leading Continental maker, fit Budd bodies to their chassis. When it is considered that a high import tariff has to be paid on these bodies, their cheapness as compared with the usual type of French body will be fully realised. As many as 5,000 of these bodies can be assembled in one day.

The development of special welding practice has played a large part in revolutionising body-building. Where several pieces are joined up in an sub-assembly a miniature of the final assembly jig is utilised. All jigs, large or small, are mainly composed of heavy steel. It depends upon the parts to be joined whether spot, arc, or oxy-acetylene welding is resorted to. Spot and arc welding are used mainly for overlapping joints. The oxy-acetylene method is used where seams need to be filled. When the parts are welded together, grinding operations are performed to ensure that the joints are as smooth as the plates themselves.

Spot welding has virtually displaced riveting. At points where light parts are attached to heavy parts, however, the older method still holds. An instance is when door hinges are attached to a saloon body.

Small sub-assemblies feed larger sub-assemblies. In the case of some bodies as many as three hundred parts are needed. These parts might be divided up among twenty-five sub-assemblies, and these in turn pass into five or seven larger sub-assemblies before the final assembly jig is reached. Some of the jigs are very elaborate. Those for the final assembly of saloon bodies are particularly so.

On the contrary, the smaller sub-assemblies are joined on electric tack welders. Here two plates can be fastened together very quickly. The pieces rest on a stationary electrode. The other electrode rises and falls on a movable arm, the action being similar to that of a needle in a shoe-sewing machine. The operator passes the metal plates along in the same way as the cobler move his leather. The welds are perfect, despite the rapidity with which the work is done.

The general appearance of the final assembly jig is that of a labyrinth of steel. In addition to placing and clamping parts, electrodes, in the form of heavy copper bus bars, are incorporated on these jigs. The operator makes the necessary welds by resting his copper welding bar across one of the bus bars, and, using the latter as a fulcrum and the former as a lever, brings the bar against the point to be welded. At the same time the surfaces are forced together. The weld is almost instantaneous. Easily accessible points can be welded by an expert workman at the rate of one per second. Those less easily got at

take a little longer. Sometimes only one bus bar is fixed to the frame of a jig. The other electrode takes the form of a bar with a spade-like handle, and is attached to a flexible cable. The operator holds the welding end against the work in much the same way as he would hold a pneumatic hammer.

In these various jigs the body is welded into a substantial, rigid unit. In many cases lap joints are used. They are convenient to weld, and give greatest strength and rigidity. A strong joint of this type is used at the body sills, which are of Z-section. At the top there is a U-section, which is also a lap joint.

Saloon bodies are not fitted with roofs at the Budd works. These are fitted at the car manufacturing plant. Naturally, the carrying of steel across the tops of bodies is a practice hardly to be recommended. In some saloon designs the back panel is fastened to the side panel with many closely-spaced bolts, the headed seams being left in the body. In more expensive types the back seam is closed by oxy-acetylene welding. The seam is afterwards ground off, leaving a perfectly smooth surface, as is the practice with ordinary bodies. With the exception noted, the fastening together of all body components is by welding.

With the completion of all welding the body is removed from the jig. If then passes to a conveyor, along which the doors are hung and the necessary finishing work performed. The fixing of the doors is done with great rapidity, accuracy in press work and care in assembly and welding making this possible. Hardly any hand work is required in this operation. At the end of the conveyor is the final inspection jig, which is similar to the final assembly jig. Here a dummy roof is fitted on, and checks made to see that the body conforms to the specified dimensions.

The production practices for the all-steel body are much the same as those for ordinary bodies. A saloon body passes out of each final assembly jig every eleven minutes. A touring body comes through quicker still. The parts for the body arrive at the jig in four sub-assemblies—the front and back sections and the two side panels. The press work has to be of high quality and accuracy, for it is too costly to alter a part so as to make it fit. Most of the presses used for this work have a power of 700 to 800 tons. In some cases the maximum pressure is as much as 1,800 tons.

As with ordinary body work, the steel sheets are submitted both to straight and rotary shearing. The sheets then pass along to be shaped. Finally they reach the sub-assembly departments, where the special welding machines are so equipped as to ensure that they are in accuracy which is generally associated with machine-shop practice.

With the all steel body the moving from the raw material to the finished product is rapid and continuous. The required floor space per body is unusually small. An oil-spray, or sometimes a priming coat, is given to completed bodies after final inspection as a protection against rust. By this time the bodies are close to a railway truck, on to which they are placed for transference to the chassis plant.

The problem of problem of producing all-steel bodies at little more than scrap-iron price lies in the ability of the industry to eliminate the multiplicity of jigs. The ideal jig would be one in which the whole of the parts going to make a body could be welded together simultaneously. This is regarded by experts as being, by no means impossible. The difficulty to be surmounted is to equip a jig with hundreds of independent welding transformers. Up to the present it has been found impossible to make one transformer deal with more than one weld at a time.

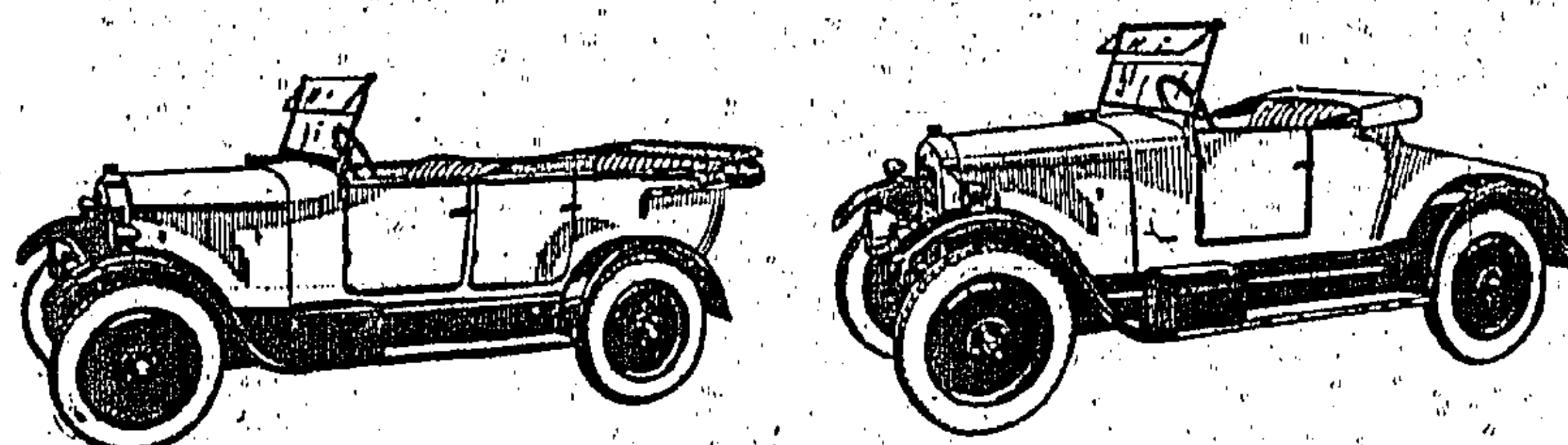
(Manchester Guardian.)

1926



1926

ANNOUNCEMENT



Unless you are one of a very small minority of Hongkong residents, it is probable that, in existing circumstances, you cannot afford expensive motoring, and even if you are among that fortunate minority, you would still like to reduce your motoring expenses by seventy five per cent. The way is open to you by becoming a "SINGER" owner driver, which will cost you a quarter of your big car upkeep and take you and your friends everywhere the big car can, with equal ease and comfort and with the added satisfaction of handling the car yourself. The Singer is designed for the latter purpose and simplicity and accessibility form its keynote. If you are under the impression that a light car is uncomfortable or ill suited to this country, we shall welcome the opportunity of disillusioning you by practical demonstration. You may accept this, but still ask WHY particularly a "Singer"? We reply for the same reason that the South Kensington Museum are exhibiting a "SINGER" chassis as representative of all that is best in BRITISH light car engineering, and again for the same reason of all that local SINGER owners (and their number is increasing rapidly) are unanimous in expressing their complete satisfaction with their cars. One of them recently volunteered the information that he was averaging 38 miles to the gallon. Do you appreciate the economy implied by this? If you want additional reasons, we would ask you to consider the advantages offered by overhead valve mechanism (pressure lubricated), pneumatic upholstery with solid leather covers (riding on air-tires) in addition to all the usual modern refinements, such as re-inforced balloon tyres (Dunlop), four wheel brakes, all weather equipment etc. The first batch of 1926 "SINGER" models is now en route for HONGKONG and we know that, if you become a Singer owner, you will be satisfied. OUR INTEREST IN YOUR CAR DOES NOT CEASE UPON PURCHASE, AND WE MAKE IT OUR BUSINESS TO SEE THAT YOU CONTINUE SATISFIED. To ensure early delivery of a 1926 SINGER, place your order now. PRICES FOR EITHER TWO OR FOUR SEATER "DE LUXE" MODELS delivered HONGKONG \$2,200. Particulars of the new six cylinder 14/34 H.P. saloon model will be announced later.

FOR DEMONSTRATION AND FULL SPECIFICATION

GILMAN & CO., LTD. HONGKONG BANK BUILDING.

The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is a convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in-Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

VALVE-IN-HEAD MOTOR CARS

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Voeux Road Central.

NEW COMMERCIAL AEROPLANE.

A new design of commercial aeroplane is now under construction in Amsterdam.

This machine is designed by Moineher Fokker, who is better known as the designer of fighting aircraft.

A novel feature about this Fokker-Napier machine, is that the engine bed is detachable, enabling the engine to be detached by the removal of four bolts. This will prove a

great convenience to commercial air lines, enabling engines to be inspected without delay, thus speeding up the service.

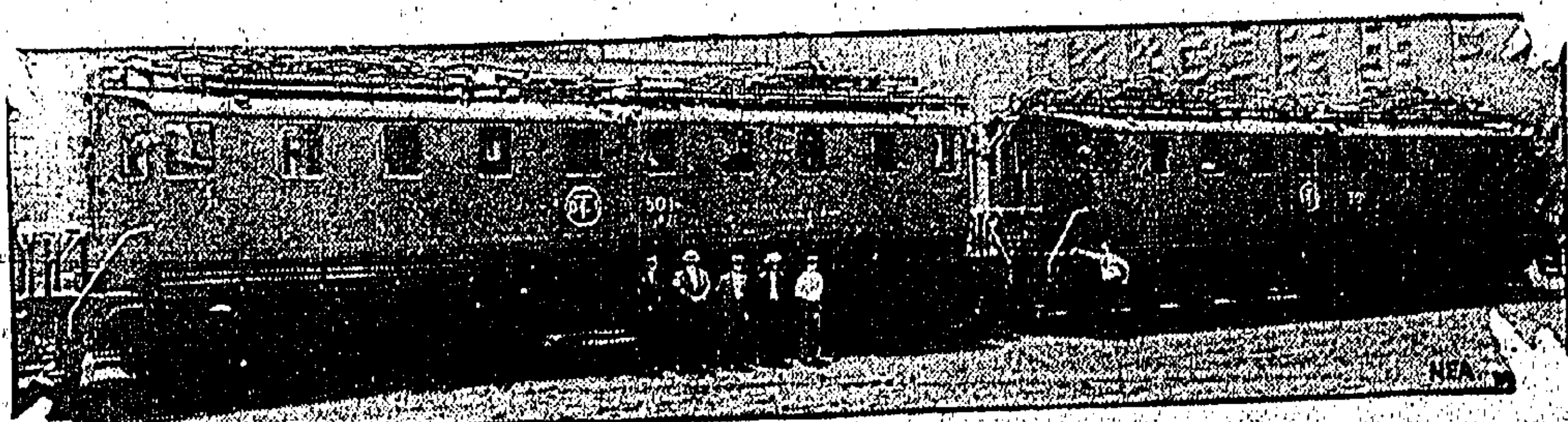
Other features in this machine are a retractable radiator and an emergency exit door in the roof of the cabin. This door can be opened either from the inside or out.

The machine, which is fitted with a single 450-h.p. Napier aero engine, will have a much greater useful load carrying capacity in conjunction with a considerable improvement in speed, climbing and altitude performance.

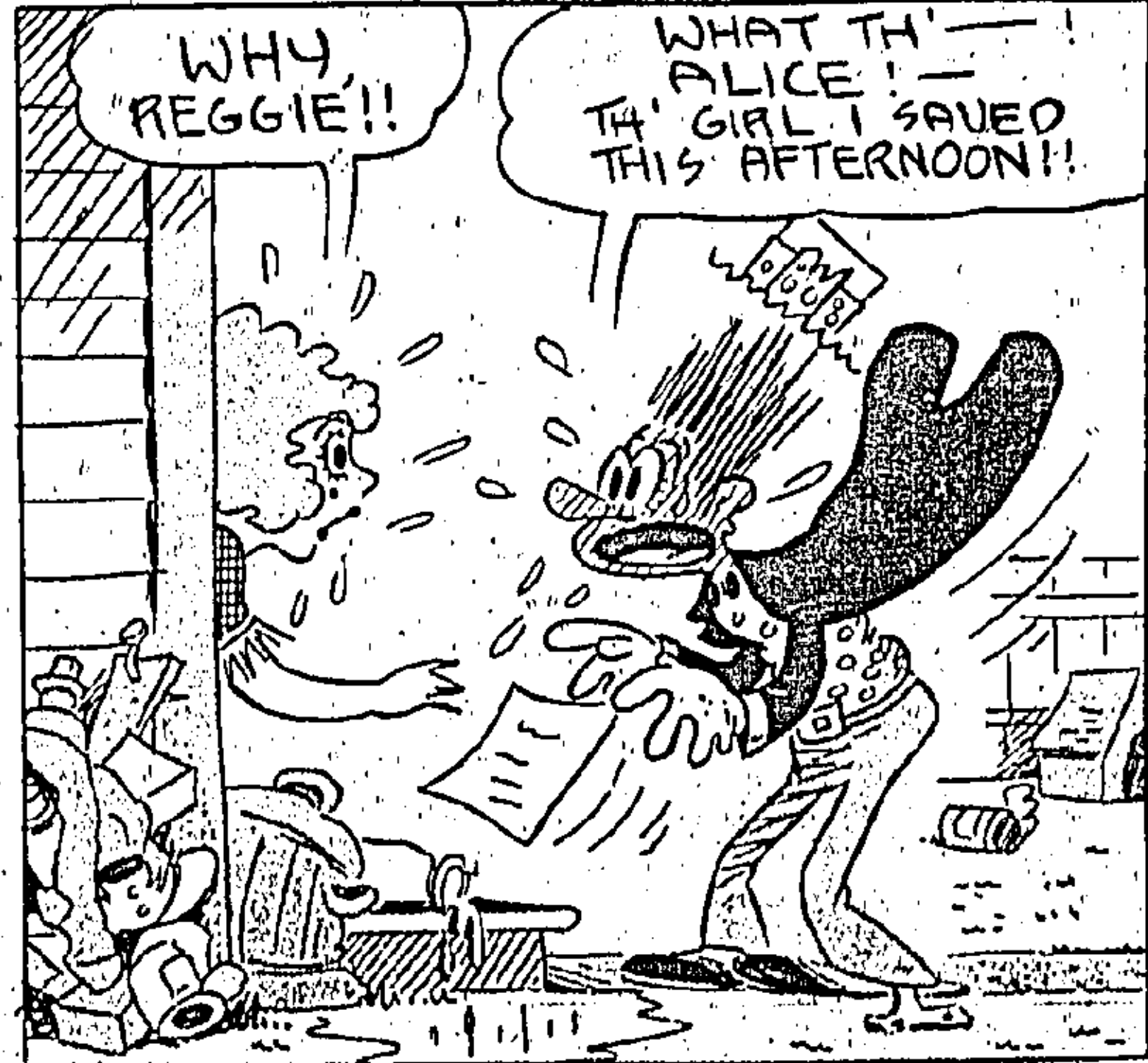
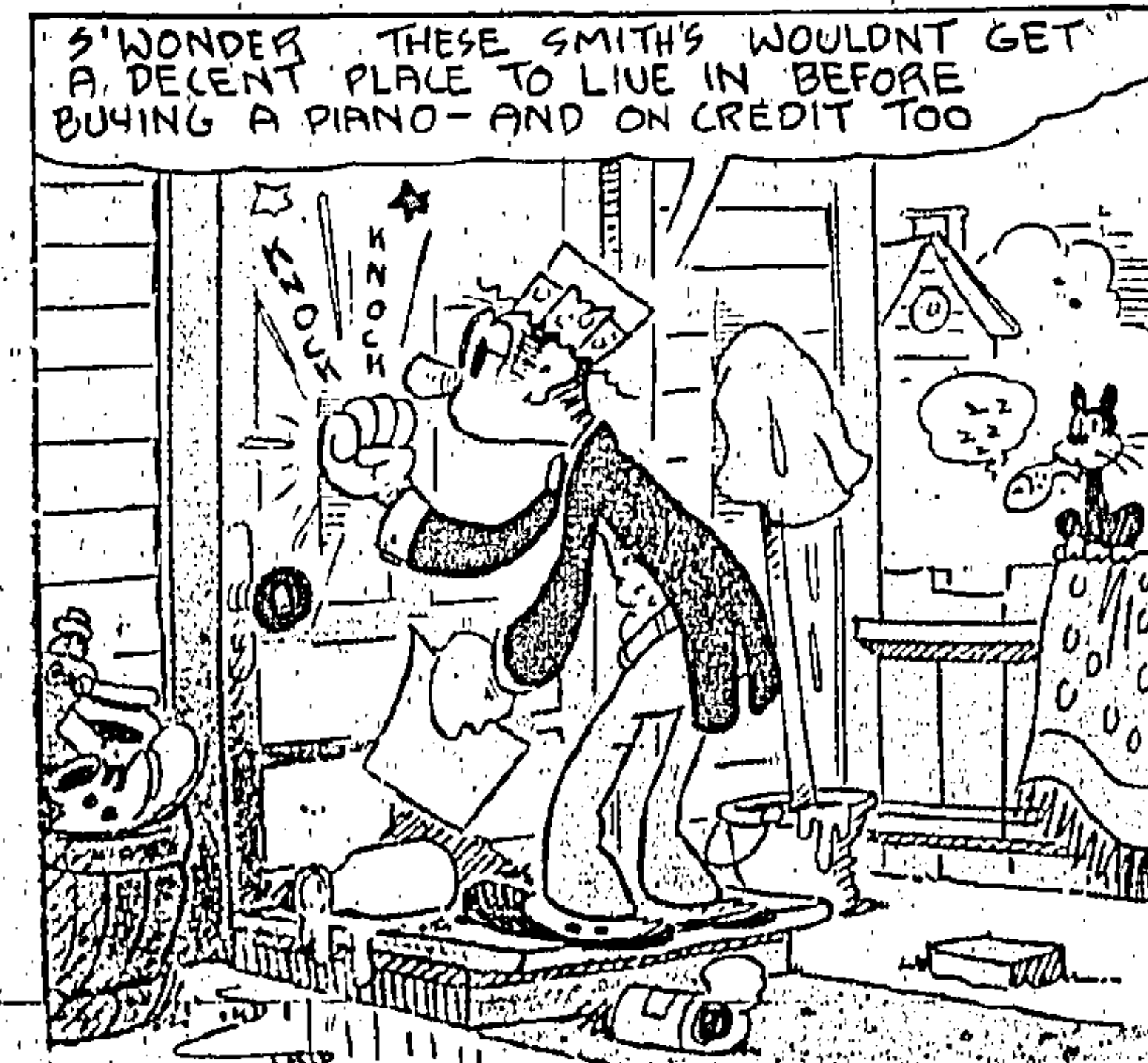
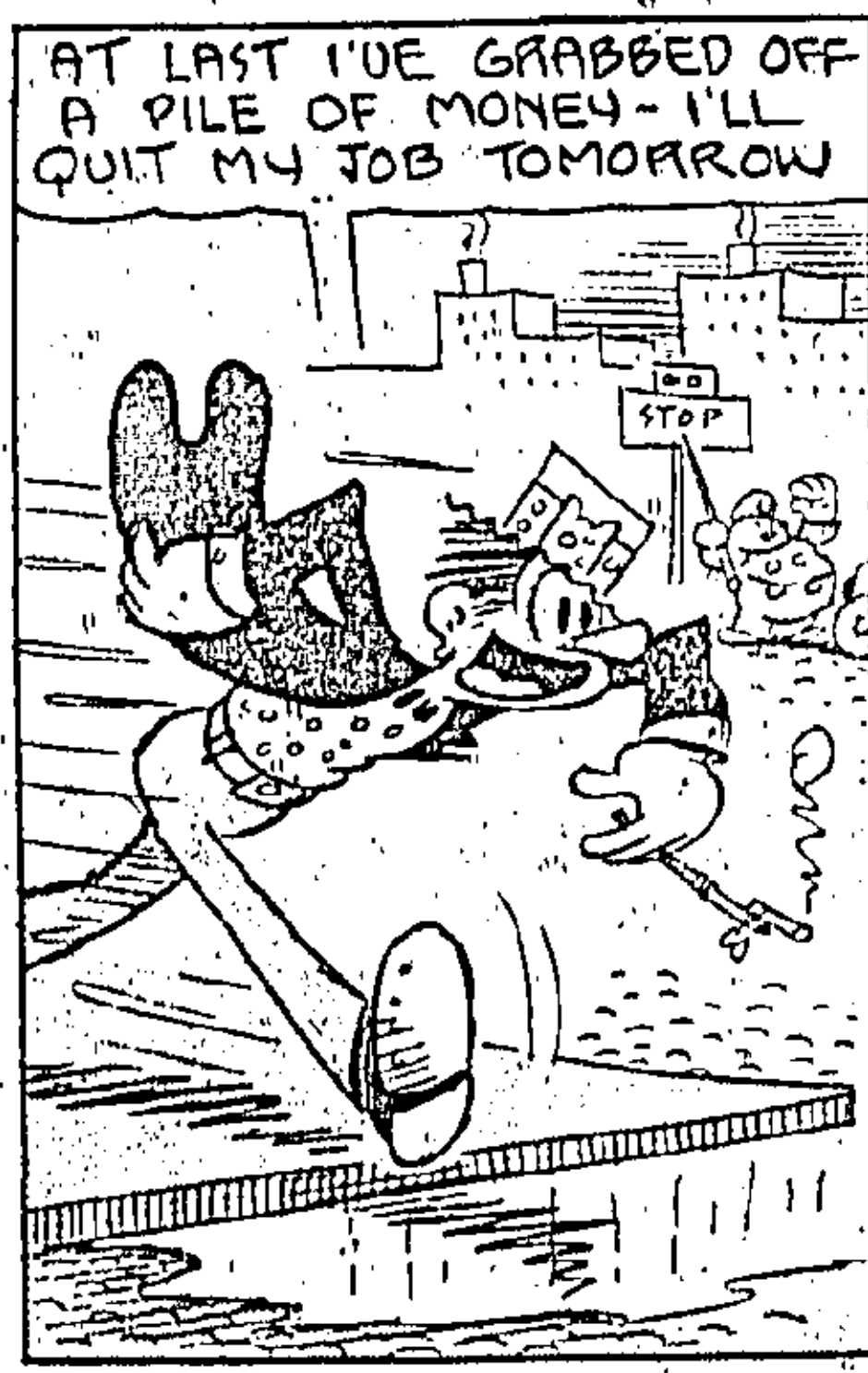
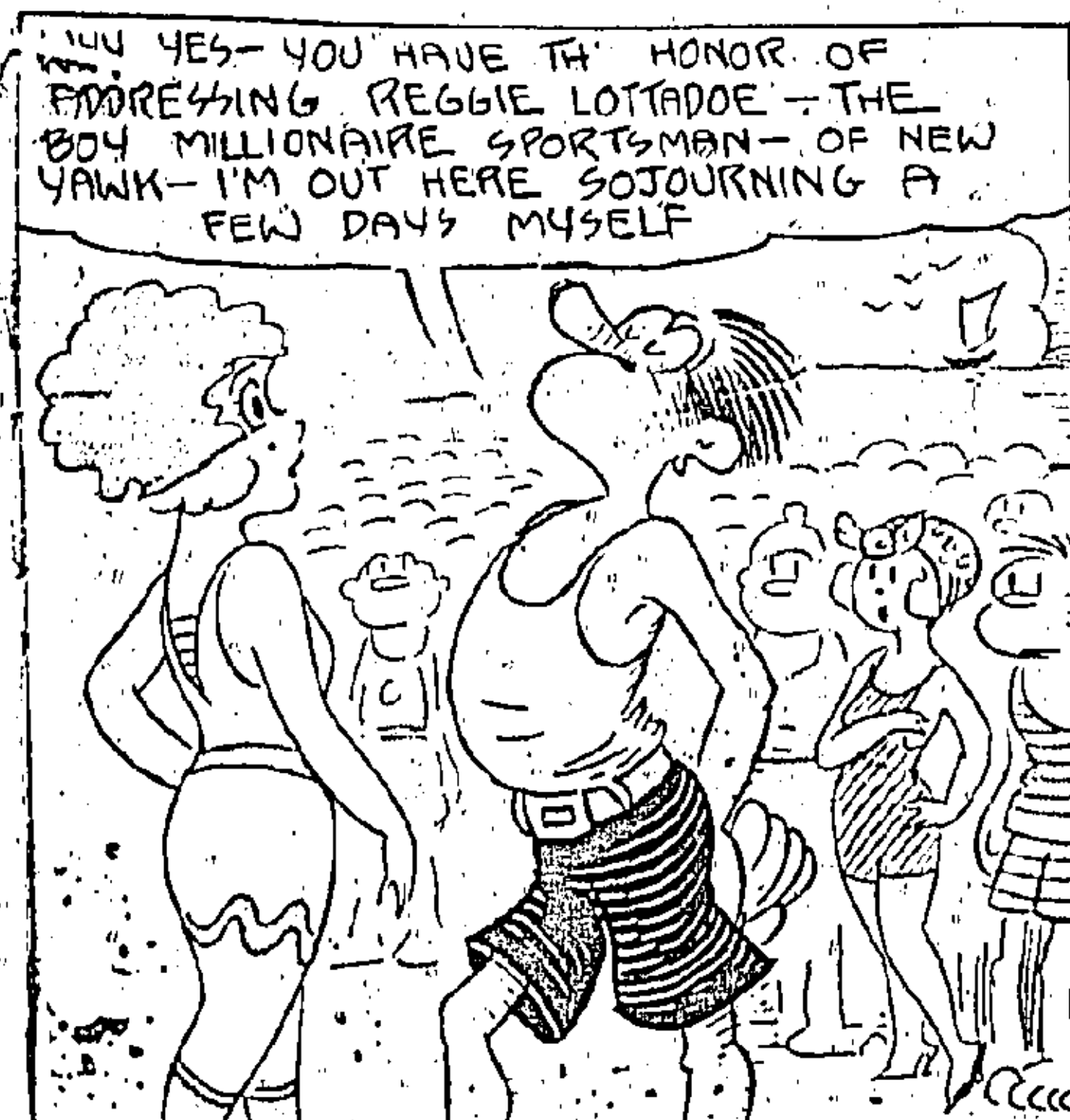
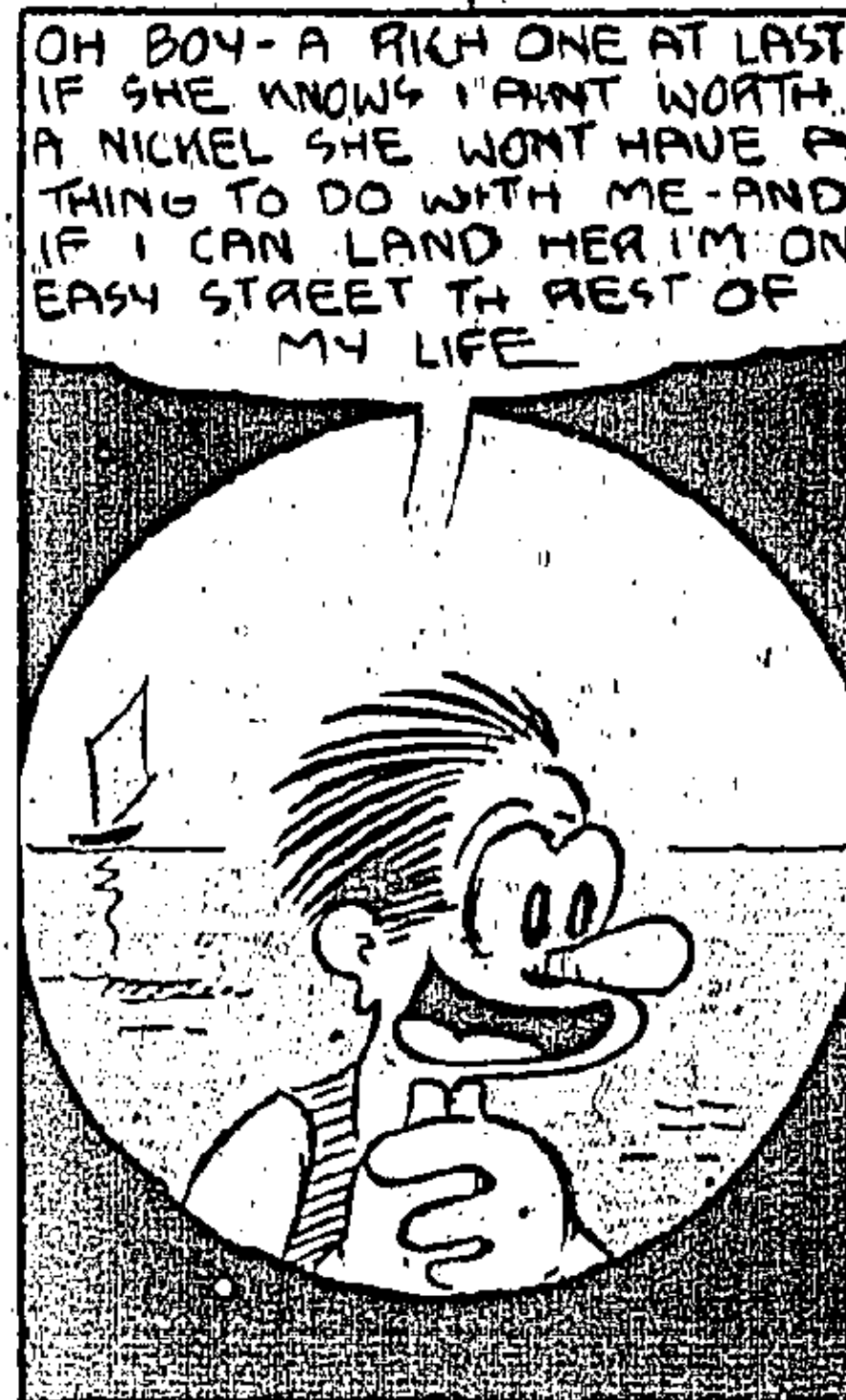
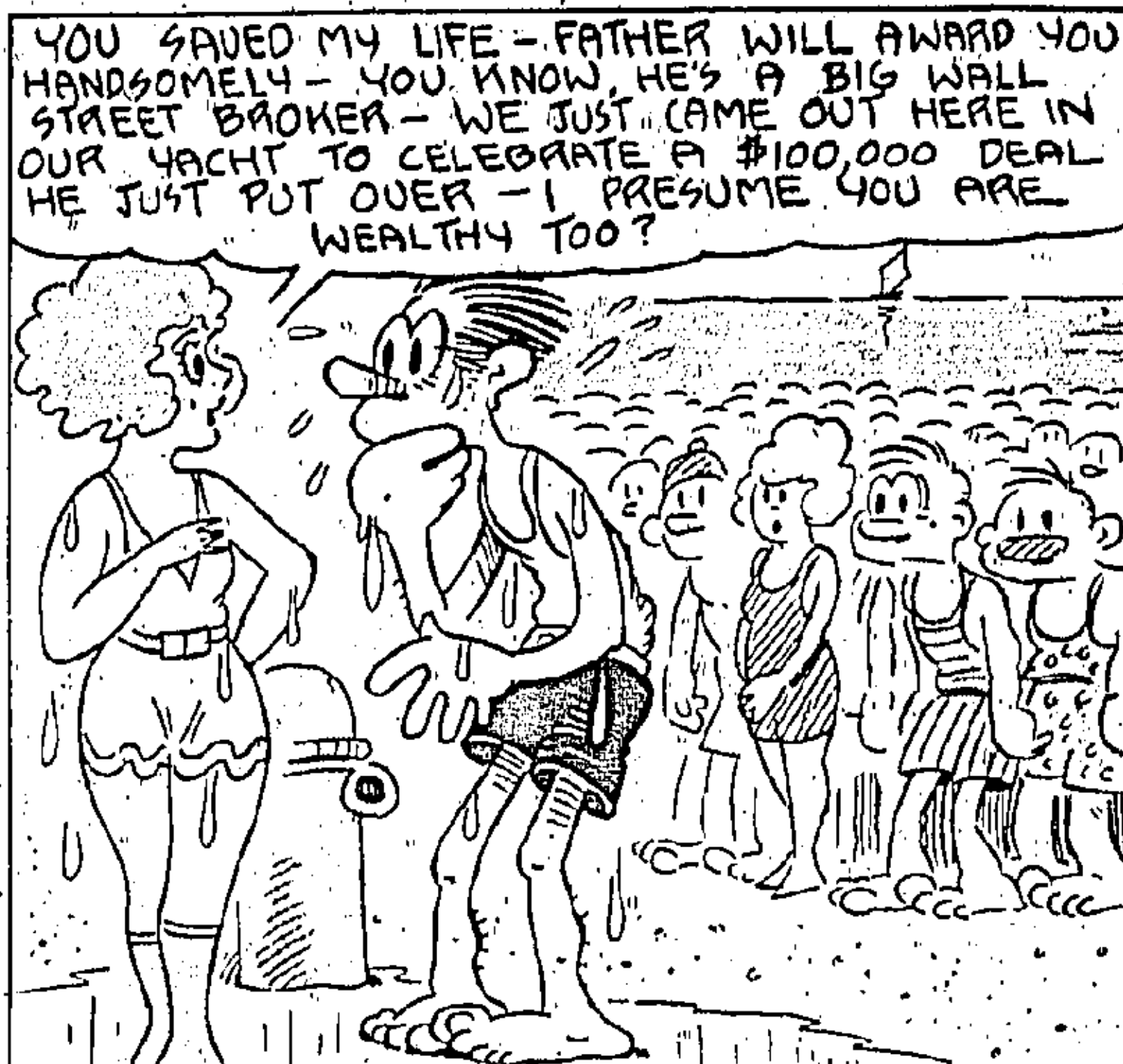
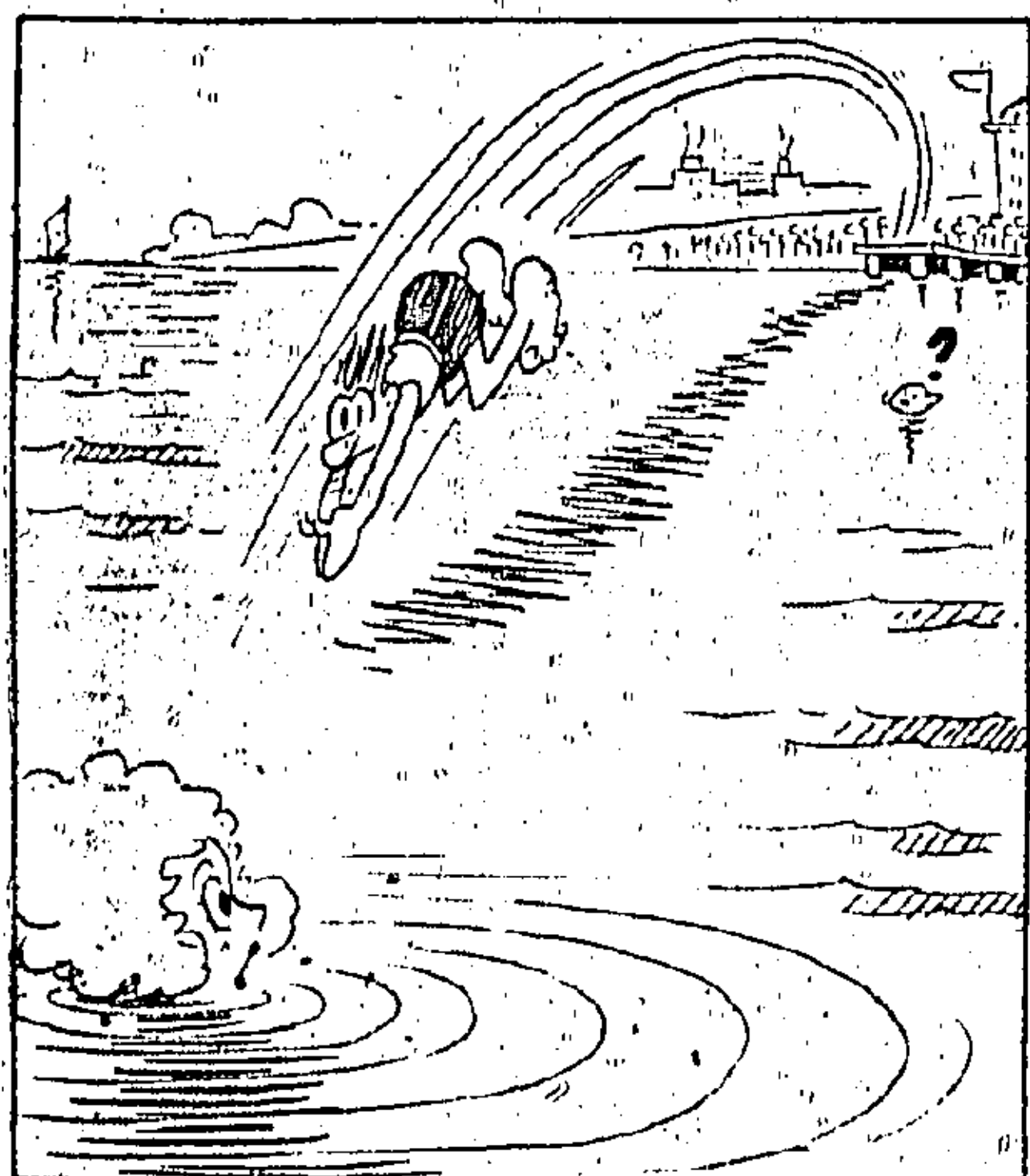
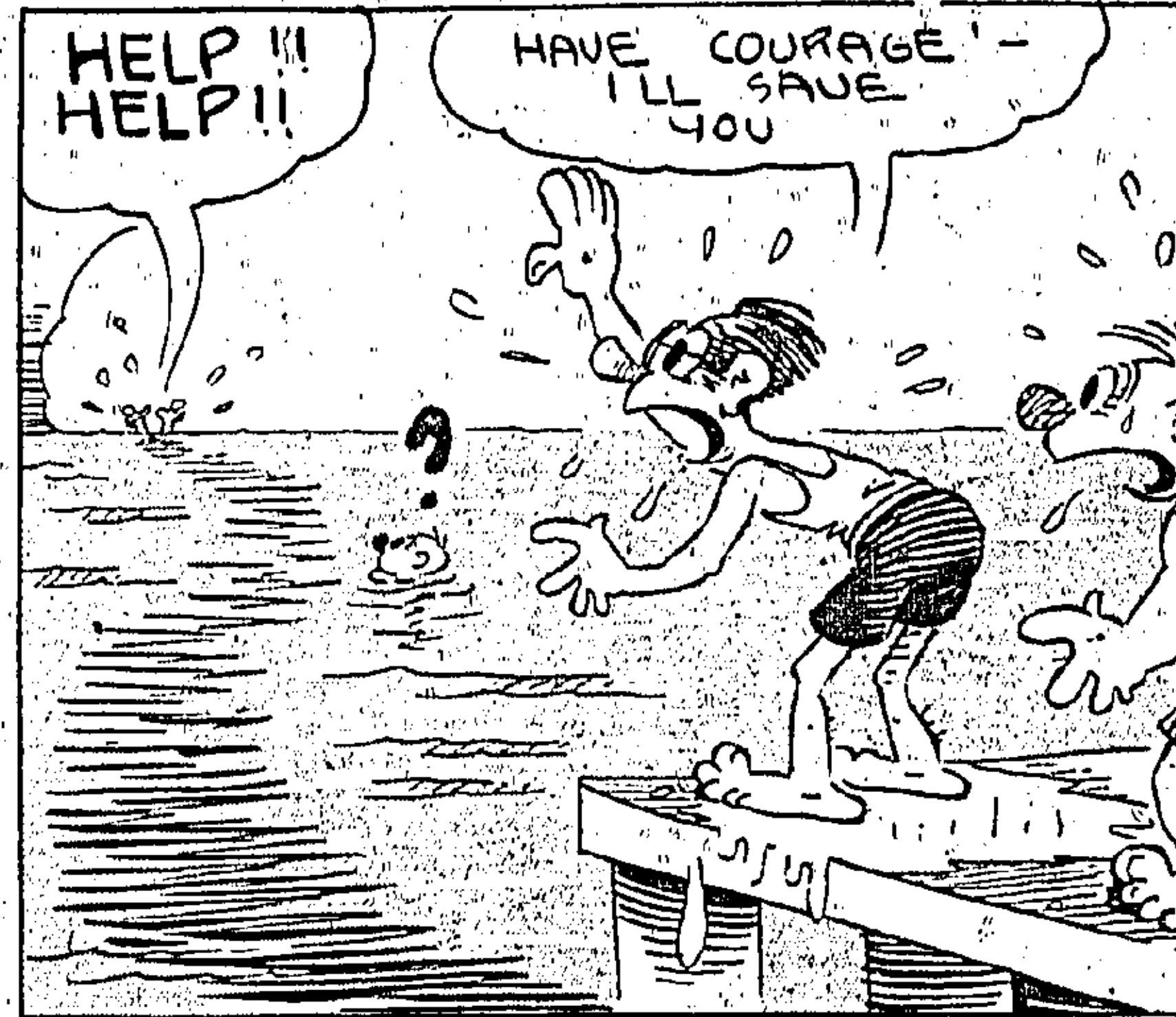
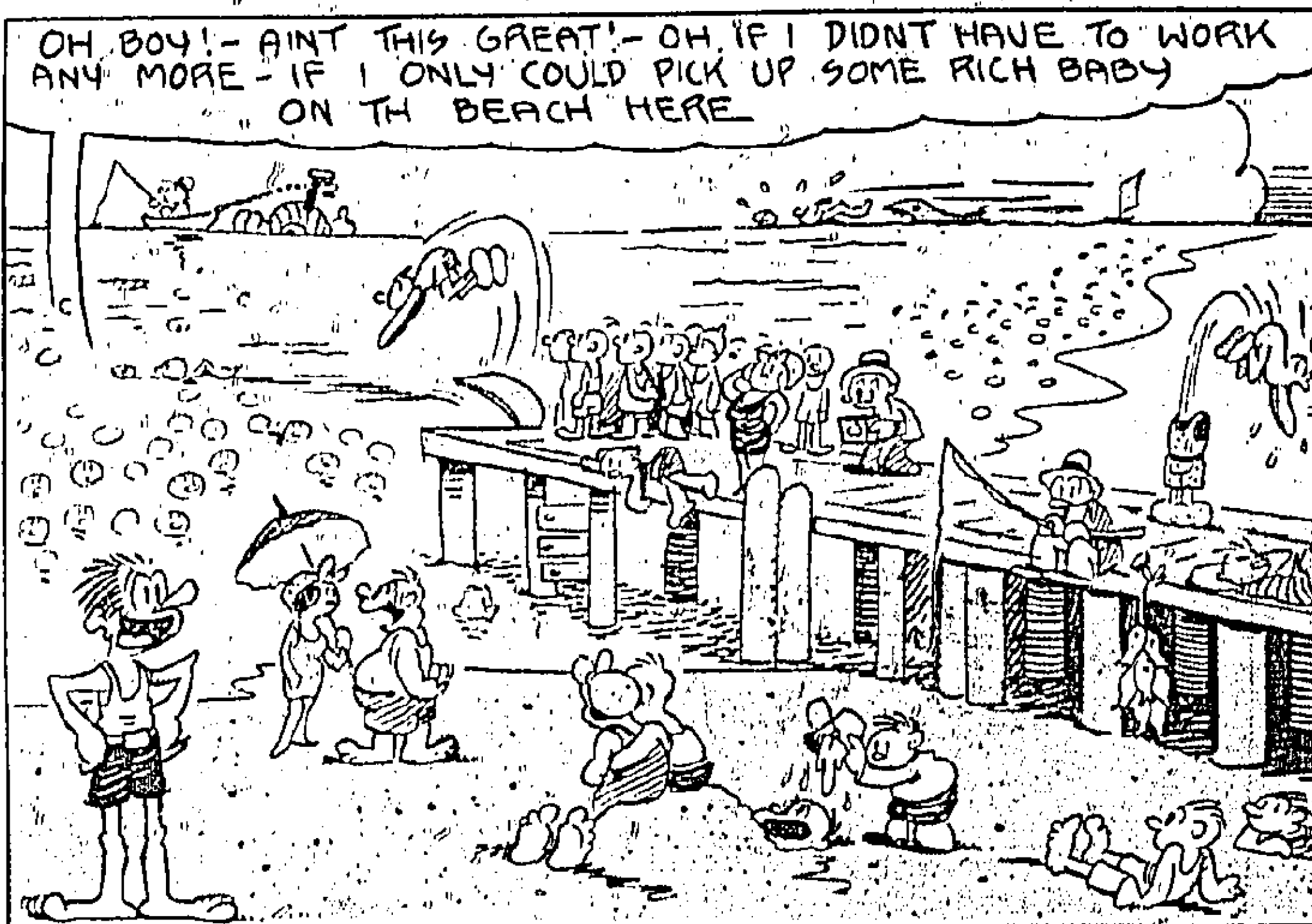
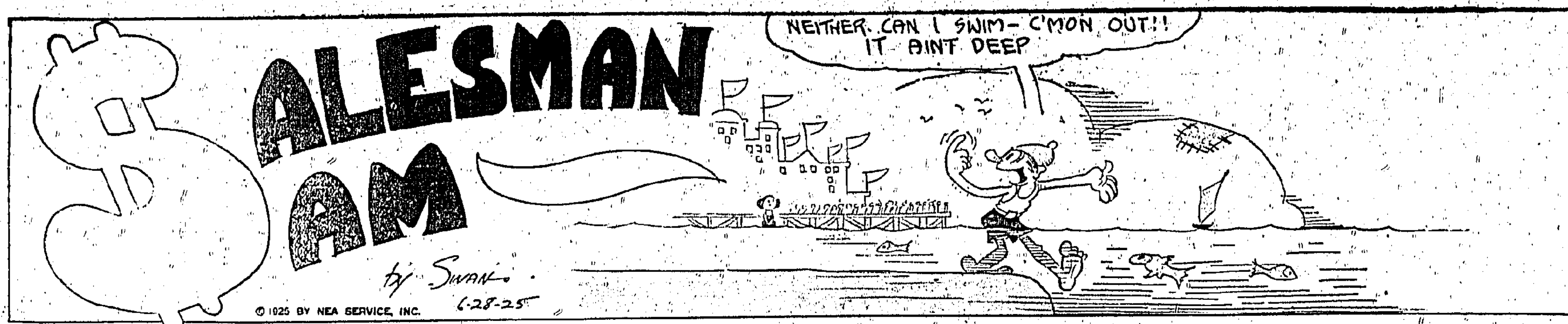
MOTOR TRANSPORT FOR UNMADE ROADS.

Much progress is being made in the production of motor vehicles for travelling over cross country and unmade roads. Recently Motor Transport recorded the performance of 6-wheeled and crawler track vehicles in trials organised by the French War Office, and in the same issue described a British-built crawler track lorry provided with a winding gear.

FORD BUILDS LARGEST ELECTRIC ENGINE.



An electric locomotive of record-breaking dimensions and new design has been built in the Ford shops to haul freight trains on the D.T. & L. the Ford railroad. The huge engine is 117 feet long and each axle is driven by a separate motor. It is capable of 35 miles an hour and so great is its power that it will pull a train a mile and a half long.



WHITEAWAY'S FOR STANDARD VALUES

THE GOLF CLUB.

LADIES' SECTION MEETING.

The annual general meeting of the ladies' section of the Royal Hongkong Golf Club was held yesterday at the Helena May Institute, those present including Mrs. Pearce (Capt.), in the chair, Mrs. H. Griffin (Hon. Secretary) and Mrs. Morrison (Hon. Treasurer).

In the course of a speech, Mrs. Pearce gave a resume of the various competitions during the past year, after which she stated that a few notable changes had been made by the present Committee, which she trusted would meet with approval. The 'best score' board was now available for scores of 20 or under, returned over the new course, Fanling. It was hoped that players who returned suitable scores will send in their cards, so that the board may be kept up to date. Handicaps in future would be given on scores returned over the new course, Fanling, and not at Happy Valley. This was thought advisable for two reasons—first because Happy Valley course is so often unplayable and secondly because most of the competitions are held at Fanling. In conclusion, Mrs. Pearce stated:

"I should like to make a few remarks about our annual subscriptions. Those of you who were present at the last annual general meeting will remember that it was agreed to ask all lady players to pay an annual subscription of \$1 to help towards advertising, and my small expenses in the way of prizes, etc. The Hon. Treasurer has been disappointed to find the response has been so poor, as only about one-fourth of our membership has paid this very small subscription. It is earnestly hoped that there will not be the same difficulty for the next Hon. Treasurer."

I am very sorry that since January, when I succeeded Mrs. Crawford as Captain, there have been so many months in which it has been practically impossible to carry on the activities of the Ladies' Section of the Golf Club. There have been so many other affairs for us all to look after and the fact that both the Fanling and Happy Valley golf courses have been without servants, has made it impossible for either the committee or myself to carry out the programme which we should like to have done. I sincerely hope these disadvantages will not be experienced next year and that you will have a very pleasant and uninterrupted season." (Applause).

Mrs. Pearce then gave the statement of accounts. Subscriptions amounted to \$91, expenditure \$79.87. This was made up as follows: Advertising \$10.15, prizes \$31.97, stationery, etc. \$2 and sundries \$2.50. There was a balance of \$12.06. She proposed that the report and accounts be adopted and this was passed unanimously.

Mrs. Reid was elected captain for the year, Mrs. W. Lane, secretary, and Mrs. Ross, treasurer. Added to these the following were elected on the committee: Mrs. Evans, Mrs. Harris, Mrs. Murdoch, and Mrs. Rowley.

Votes of thanks were unanimously passed to Mrs. Pearce, Mrs. Griffin (the secretary) and Mrs. Morrison (the treasurer). On the proposition of Mrs. Griffin a vote of thanks was accorded Col. Matthews for his assistance to the ladies' section.

Before the conclusion of the meeting Mrs. A. W. Davison was presented with the Captain's Cup by Mrs. Pearce.

At York the other day the passengers on a Pennsylvania train had a demonstration of the fact that the voice of an infant "with no language but a cry" may be more compelling than a locomotive whistle. A mother wanted a bottle of milk warmed for her child. She handed the bottle to a car inspector while the train halted in the station. He explained her predicament to the engineer and fireman. The fireman wrapped cotton waste round the bottle and soaked it with hot water from the boiler. When the bottle was at what seemed to be the right temperature, he returned it to the mother with his compliments and the train pulled out on time. The iron horse has been a faithful public servant, but its day's work does not often include the dairy business, except when it hauls a milk train.

A SEEKER.

By the Rev. G. R. Lindsay, M. A.

The story of the Ethiopian eunuch in the eighth chapter of The Acts is a fascinating one. The details are given with the customary graphic touch of the writer of that book. One can almost see the dusky potentate from the Kingdom of Meroe, accompanied by a numerous retinue of servants, bearing the signs and symbols of his exalted office under Queen Candace, riding in his chariot along the dusty desert way. But the real interest of the story lies not in the gorgeous trappings or in the pageantry of an earthly state, but in the man. The Bible is intensely interested in personality. Nothing is alien to its thought, but its interests centres in man in all his diversity, and mystery and complexity.

Why is attention focussed on this man in particular? Was it because he was an attractive person or on account of his social position? No—but because this Ethiopian was a seeker after the truth. 'Treasurer of State' as he was, he realised that "when all the treasures have been tried, truth is the best."

A truth-seeker—a rare and splendid thing. It has been said that people should have an opportunity of asking questions at sermon time. One is inclined to wonder how many would avail themselves of the opportunity if it were given. There are so few who really desire to ask. There are far too many unwilling to leave the realms where truth is accepted blindly, or rejected indifferently, to become honest seekers after truth.

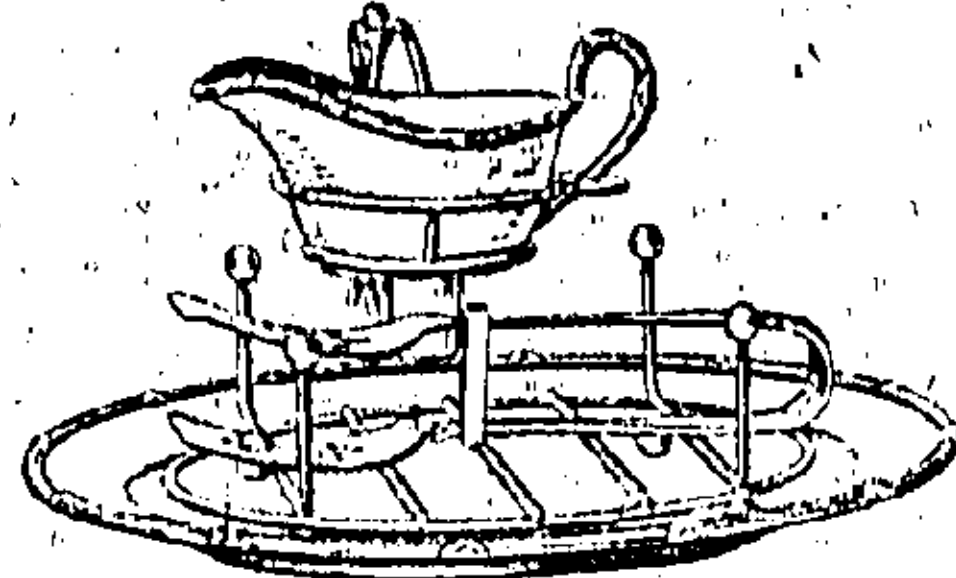
All heaven is interested in him who seeks the truth. In searching we often bring our own notions of things, our pre-conceived ideas. But in seeking the Truth, we have to let go before we can take hold. There is an inwardness of spiritual things which is revealed only to those of humble spirit. God meets them more than halfway. This eunuch had the quality of the genuine seeker. When Philip drew near to the chariot and addressed him, he asked not "Who are you?" or "What are you?" but "Come up," and straightway plied him questions about the Scripture he was reading. For he was not only humble but in living earnest. This man knew that Truth does not float in as on wings into an empty mind, but is found by humble and earnest seeking. He had the will to know in order that he might become. He was ready, therefore, for Philip to preach to him of Him Who is the Truth—Jesus. He was baptized and went on his way rejoicing.

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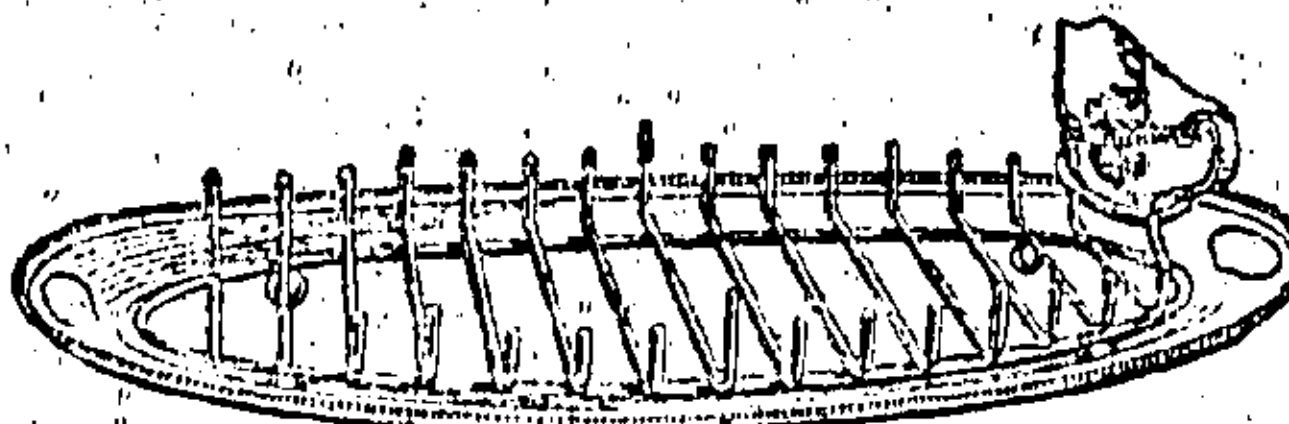


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ACCIDENT CAUSED BY DOG.

In suddenly stopping to avoid running over a dog, car No. 649, was run into by another car, No. 933, which was following closely in the rear, at Connaught Road, near the Western Market yesterday.

The front car had its petrol tank damaged, while the other car received some damage to its mudguard.

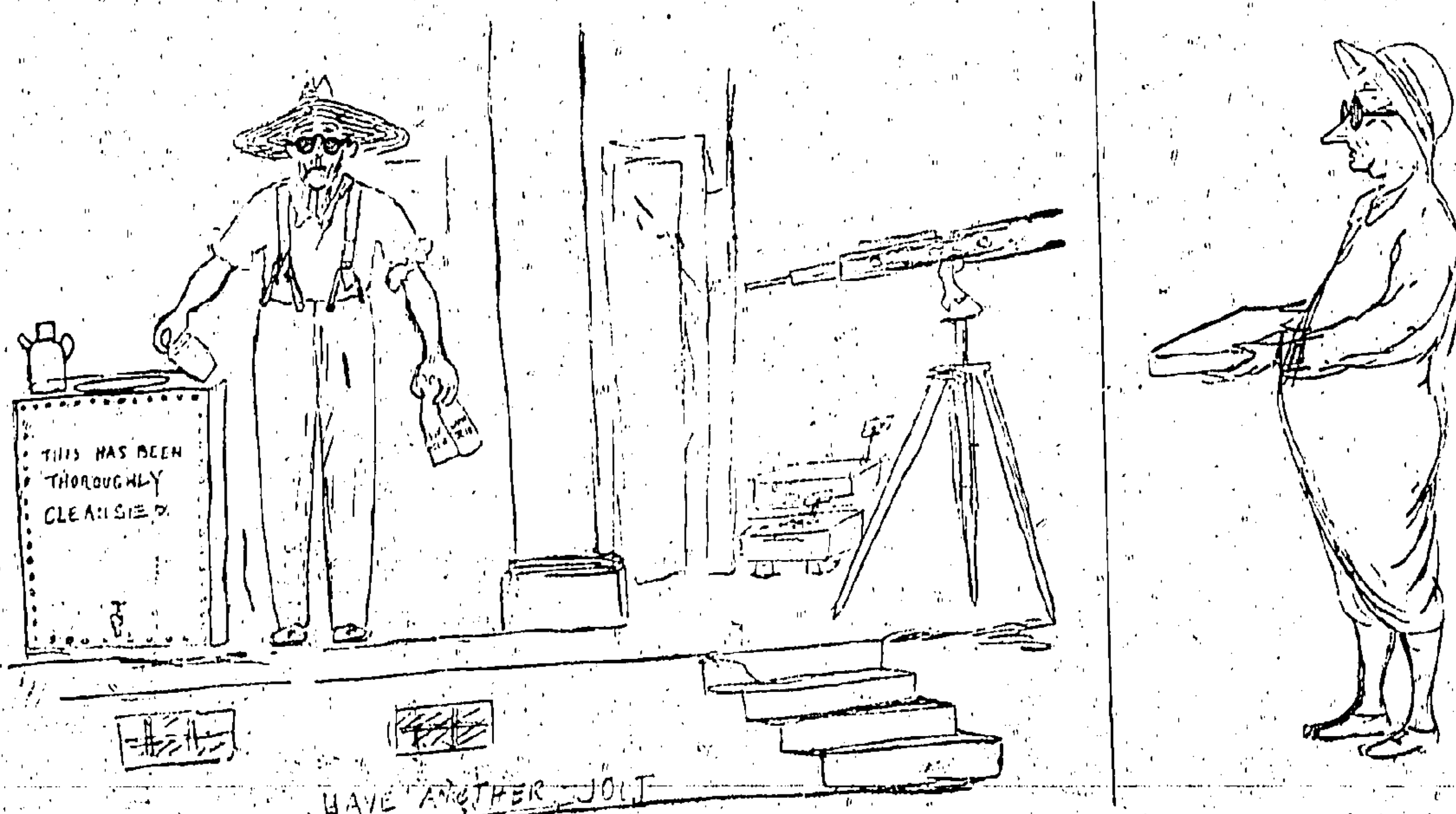
by the K. O. route over L.C. Hawley.

GARRISON SCHOOLS CHAMPIONSHIP.

A Boy Massey and Boy Ramsay put up a spirited contest in a battle for the bantamweight championship of the Garrison School. Ramsay did most of the leading but Massey countered with a nice left though he was inclined to be a trifle wild at close quarters.

Ramsay was aggressive throughout being quick to follow up any advantage, and though Massey fought back splendidly in the third and fourth rounds, Ramsay was given the verdict, thus repeating his success of a few months back.

WHEN TAIPO ENTERTAINED THE SHANGHAI BOWLERS.



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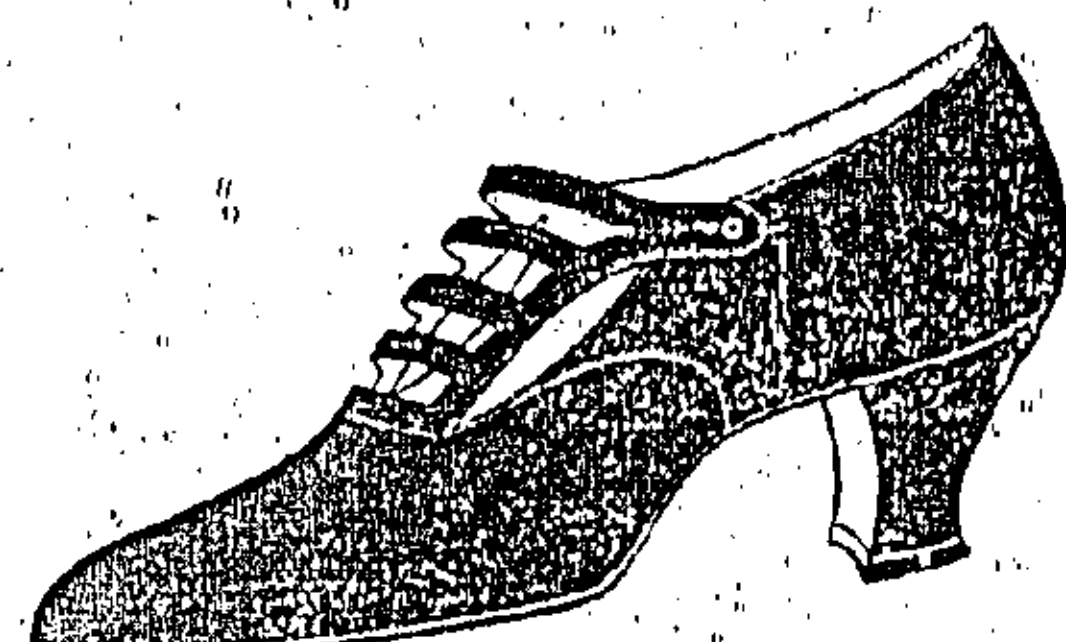
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BOWLERS AT TAIPO.—These pictures were taken on the occasion of the Shanghai lawn bowlers visit to Mr. T. H. G. Brayfield's residence at Tai Po on Sunday. Above are the guests present, whilst below are seen the rival teams.



AMERICAN COMMISSIONER.—The photo shows Mr. Justice E. Finley Johnson, of the Supreme Court of the Philippines, who is the American representative on the enquiry into the Shanghai shooting incident.



BRIDAL GROUP.—Here is the bridal group at the recent wedding at Fan-ling of Mr. Lee Hon-cheung and Miss Stella Wong. (Photo: Mee Cheung.)



RECENT WEDDING.—Group taken at the wedding of Mr. G. C. Barbey and Miss F. H. Will. Those standing (left to right) are Mrs. J. J. McKinn, the bride and bridegroom, Mrs. M. Rowe and Mr. M. J. Rowe. (Photo: Mee Cheung.)



NOTED ACTRESS.—Miss Pik Woon-ha, a noted Chinese actress, who is to arrive here with her company on the 23rd instant for a season at the Tai Ping Theatre. She is regarded as China's finest actress.

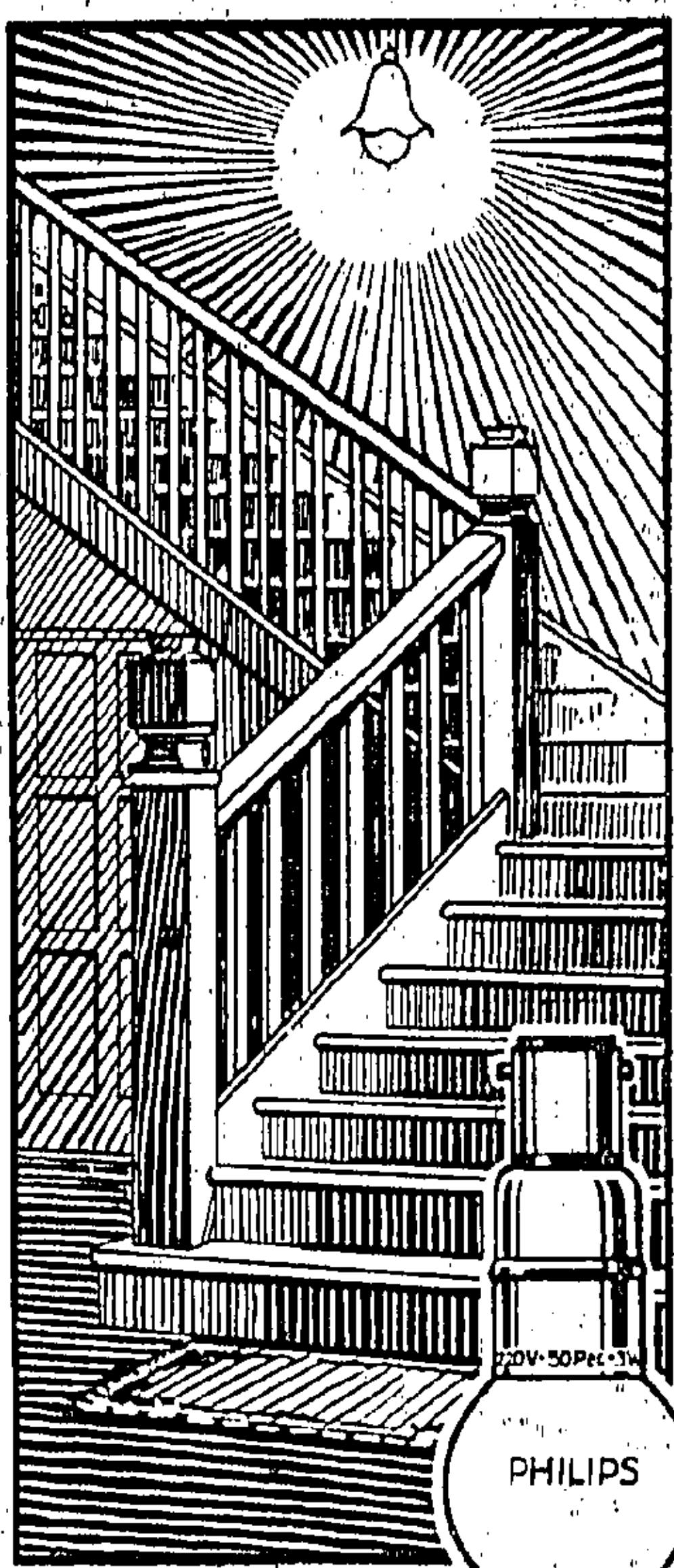


INTERPRETER.—Professor Katayama, a man of much judicial experience, who is acting as Judge Suga's interpreter in the Shanghai enquiry.



JAPAN'S REPRESENTATIVE.—The Japanese representative on the Shanghai enquiry is Judge Kieaburo Suga, Chief Justice of the Appellate Court of Hiroshima. This candidly informal picture shows Mr. Suga and his two children.

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Consider the convenience of having the stairs permanently lighted. Doubtless you have frequently experienced the annoyance of having to switch the light on and off, or having to come down at night to switch off the hall light. Permanent Lighting with a Philips "Savellite" Lamp entirely removes this nightly annoyance, and as the Philips "Savellite" Lamp gives 18 hours light for one copper, the cost of this additional comfort in the home is negligible. It is also a protection against burglary.

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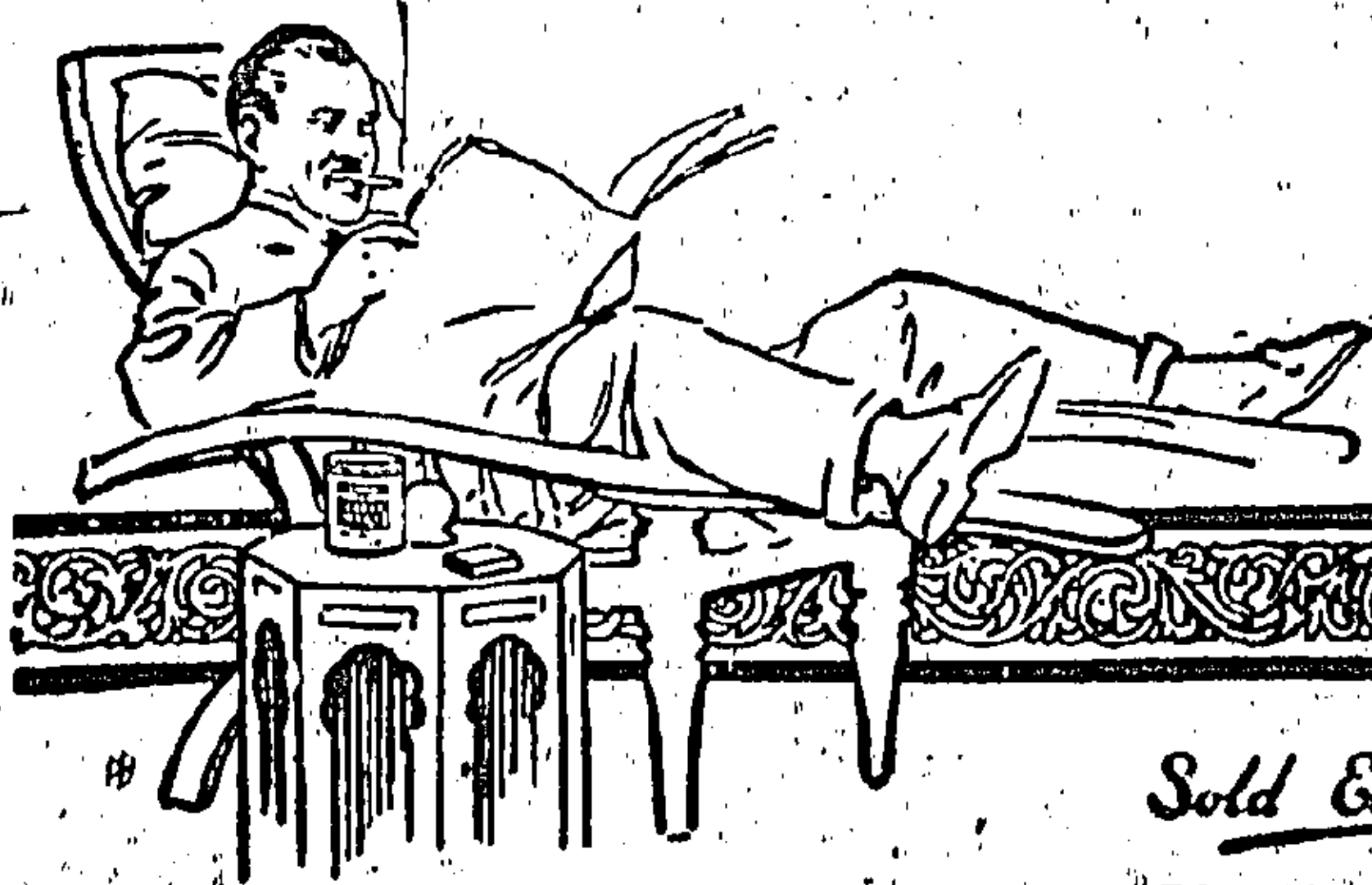
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OLDEST EGGS IN WORLD.

Dinosaur Clutch for Natural History Museum.

Londoners will soon be able to see what the eggs of the prehistoric reptile, the dinosaur, were like.

A plaster cast of a clutch of the 40 huge eggs discovered in Mongolia by the Andrews Expedition of America has been promised by Professor Osborne, president of the American Museum of Natural History, New York, to Dr. F. A. Bather, keeper of geology at the Natural History Museum, South Kensington.

The 40 eggs are among the oldest in the world, as it is at least ten million years ago since those mammoth dinosaurs roamed the earth. As much as £1,000 was paid by Mr. Austen Colligate, of New York, for one of the 25 dinosaur eggs found in Mongolia in 1923 by Mr. Roy Chapman Andrews, leader of the Andrews Expedition.

Discussing the discoveries with a representative recently, Dr. Bather said:—

"There are no dinosaur eggs from Mongolia in the Natural History Museum, but we have had for many years specimens of fossil reptilian eggs, some of which are, undoubtedly dinosaurian."

ERA OF CHEMISTRY.

Ford's "Mechanical Cow."

Henry Ford, it is reported, thinks that the cow must go the way of the horse and that a machine manufacturing milk must replace "bossy" just as autos and tractors are replacing old "Dobbin," says an American exchange.

The research workers on the frontier of science are heartily in favour of the idea.

But understanding, as he does, the difficulties of the problem, he has little hopes of realizing the desired end in the next twenty or thirty years.

The scientist is already learning how to make foods synthetically.

But milk is the most complete food which exists. Therefore the synthetic manufacture of milk is the most difficult problem of all. All the others will have to be solved before this one can be tackled.

On a scientific basis, foodstuffs can be divided into five general classes.

They are salts, fats, carbohydrates, proteins and vitamins.

And sad to relate, the chemist's knowledge of these classes is least where knowledge is most vital.

For example, the salts are the least important item in the diet. Only slight amounts of them are needed.

The chemist knows exactly how to make salts in the laboratory and can furnish far greater quantities of them than are ever needed.

But his knowledge of the other substances is not so great.

The chemist can also make edible fats in his laboratory. He not only can make fats which are found in nature but he can also make a number of fats which were not in existence previously.

But the process is so slow and expensive that it is not of any commercial importance at the present time.

The chemist has even more trouble when he tries to make carbohydrates. The sugars are among the carbohydrates.

This writer, while in Paris, was shown by Professor Berthelot the apparatus with which he had been able to make minute quantities of sugars through the action of ultraviolet rays on the proper chemical substances.

But this process is only in an experimental stage.

The last two substances, proteins and vitamins have the chemist completely baffled at present.

He knows that proteins are mixtures of substances called amino-acids and he has succeeded in making a few of the amino-acids in the laboratory.

And about all he knows about vitamins is that they exist.

He has yet to isolate and identify the vitamins before he can even begin to think about making them himself.

SCIENTIFIC RESEARCH.

More Than a Hundred Expeditions.

The pioneers on the last frontier, the research workers of science, carry their searches to the distant stars with their giant telescopes and into the normally invisible world with their high-powered microscopes, says an American commentator.

But not all the work is carried on in sheltered observatories and laboratories.

The four corners of the earth are being searched for the facts upon which the science of history, evolution, archaeology, biology and others are based.

Buried cities that tell the stories of lost civilizations, fossils of huge monsters that reveal the early days of the world, skulls of prehistoric men that disclose the path of evolution—these are some of the things sought by the scientific explorers.

Others are going into the interior of Asia and Africa, and to the islands of the Atlantic and the Pacific, to make collections of the fast disappearing wild animal life so that when the day arrives that these creatures are extinct, future generations may visit museums and see what they once looked like.

The American Museum of Natural History of New York has eight expeditions in the field. The Field Museum of Natural History of Chicago has 14. Other expeditions bring the grand total to more than 100.

Though every part of the world is covered by them, the chief expeditions centre around 10 important regions.

THREE IN ASIA.
The first important centre is Asia. Three great expeditions are there.

The first is the Third Asiatic Expedition under Roy Chapman Andrews the discoverer of the dinosaur eggs.

The second is the Smithsonian Institution expedition, headed by Dr. Ales Hrdlicka, world famous authority on evolution. Hrdlicka is seeking the cradle of the human race.

The third is the James Simpson-Roosevelt expedition, headed by Theodore Jr. and Kermit Roosevelt, seeking big game.

The next two great centres are the islands of the Atlantic and the Pacific.

The islands of the Pacific are being explored by the Whitney South Sea expedition. The Blossom expedition sent out by the Cleveland Museum of Natural History, is exploring the islands of the Atlantic.

Western Africa is the fourth great centre. One important expedition sent there by the Field Museum is studying the habits of the gorilla and the chimpanzee in Belgian Congo.

Egypt, the site of ancient Carthage upon the northern coast of Africa, and the Near East are the next three centres. Traces of ancient civilizations are being sought in these places.

The remaining centres are in our own hemisphere. Traces of ancient Indian civilization are sought in western United States. The ancient Maya civilization is being studied in Central America.

More than a half dozen expeditions are studying the birds and animals of the Andes Mountains of South America.

Almost as interesting as the world-famous West Front of Wells Cathedral—which is stated to be in serious need of repair—is its remarkable 12th century clock, which, although constructed from primitive materials by a monk, is still in faultless working order and an irreproachable time-keeper. Besides giving the hour, the clock records the quarters of the moon, and on the stroke of the hour a group of medievall figures breaks into life and whirl round and round until the last chime dies away. There is only one other clock of the kind in existence.

During a test flight of the new Rolls-Royce, D. H. air liner, which is to fly on the Continental air services, an old couple, whose ages totalled 150 years, were among the passengers. The pilot noticed that the woman was pressing her hand to her ear. Thinking she was feeling the effect on the ear drums of a quick descent, he passed her a note saying that if she swallowed hard once or twice it would cure her deafness. He got a note back as follows: "Dear Pilot, Thank you so much, but I am afraid it will not help me much, as I have been stone deaf for 25 years."

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Can easily be fixed by your House Boy. It's simplicity itself and never gets out of order.

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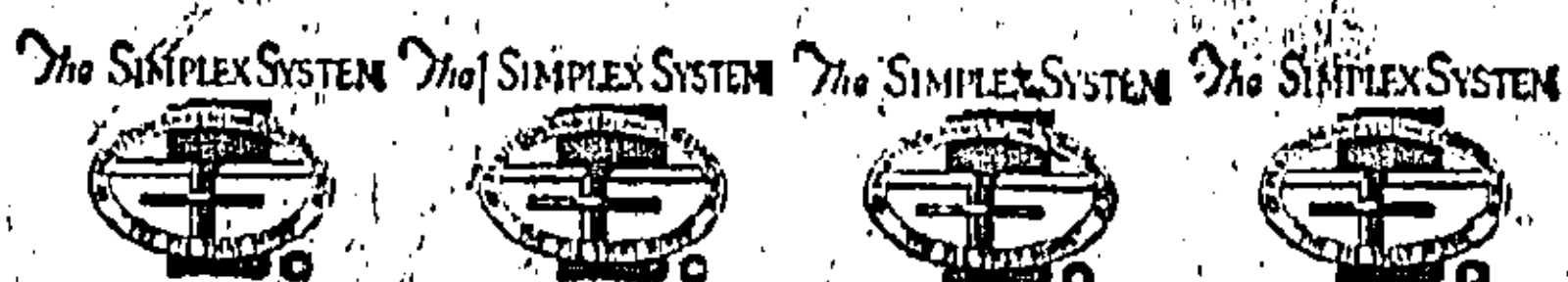
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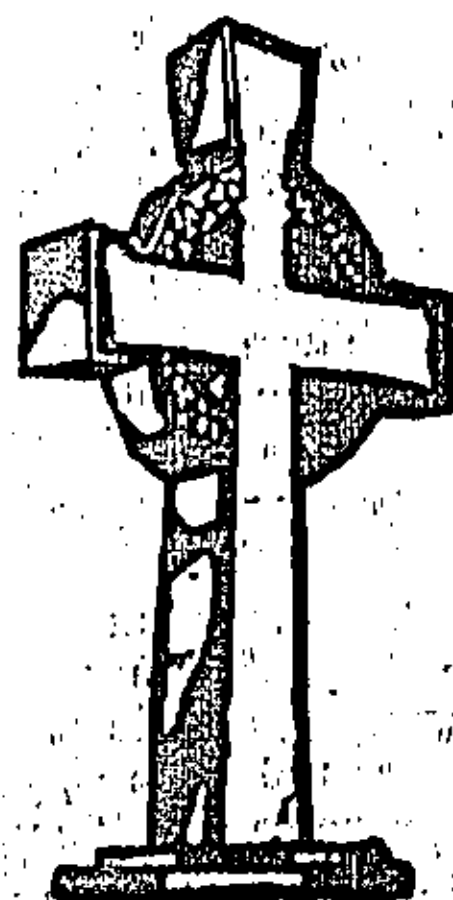


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IBANEZ UNDER CLOUD.

Latest Book An Attack on His King.

Vicente Blasco Ibanez, who has attacked vigorously and almost continuously during his prolonged warfare with Spanish monarchy, now finds himself upon the defensive, according to an American correspondent who has met the author in Paris.

Heretofore the Spanish government has contented itself with suppressing his books and trying to ignore him. King Alfonso XIII has replied to him, but only in mild terms, as in a speech at Cordova, where he said:

"We ought to pardon him, hoping that in the future, instead of penning novels, he will once more write romances that we can all read and admire."

But Ibanez now has been summoned to appear before the military court at Salamanca on a charge of publishing a booklet of revolutionary character. If he fails to appear, he will be declared a rebel.

What the novelist thinks of his national administration can be gathered on almost any page of his latest work just issued here in French and to be printed in Spanish for the benefit of South America. Its title is "What the Spanish Republic Will Be Like." He refers to the king as "Alfonso," a contemptuous diminutive, and calls him:

"Liar with a crown."
"Comedian changing his uniform six times a day."
"Mannequin king."

"Alfonso," says Ibanez, "surrounds himself with generals who are rounders and humbugs and whose intellectual level is more or less like his own."

Ibanez was tremendously impressed with the United States when he travelled and lectured there. He is convinced that salvation for Spain is to be attained only by driving out King Alfonso and setting up a republic on the American model.

The Spanish republic, he thinks, should include such features as: An army modelled along American lines.

Freedom of religion for all cults, as in America.

Federated states, each having autonomy within its borders, but all making up one great nation just as the United States.

He also says a republic would give the workers and the taxpayers a squarer deal than they now get and that every endeavour would be made to put the land-hungry peasants upon farms of their own instead of keeping them virtually peons.

Enemies of Ibanez have charged that he attacks the king for the sake of money. In reply, he declares he is wealthier than the king. The books of his publishers, he says, are open to inspection to show whence his income is derived, provided the king will allow a similar committee to learn whence all his royal income is obtained.

He reminds the king-worshippers who say, if Spain drives out the royal house, Bolshevism will take its place, that all the Spanish speaking countries of America are republics, and many kings and emperors have been dethroned in Europe and only Russia is there Bolshevism.

After all Ibanez has said, it's a reasonably safe guess that he won't appear before the military court but will continue to snap his fingers at the government from this side the Pyrenees.

The longest suspension bridge in the world is nearing completion. It spans the Delaware River between Philadelphia and Camden. The total length of this triumph of modern engineering is 2253 feet and four inches. The main span is 1750 feet long. The steel towers which support it are built of a special silicon steel having a strength of 90,000 pounds to the square inch. These towers stand 385 feet high. They have their foundations in large steel and wood caissons filled with concrete.

The chemist is slowly making progress in the field of synthetic foods. At the present time, he finds it possible to make synthetic fats that are edible and just as nutritious as the fats found in nature. He is not only to duplicate fats and oils which exist in nature but he can even make ones that never existed before. In the case of the fats found in nature, each molecule always contains an even number of carbon atoms. The chemist can make fat in the laboratory that contain either an odd or an even number of carbon molecules.

SHANSI-BUILT PLANES.

A Surprise for the Inhabitants.

People of Shansi recently witnessed for the first time, in their lives an aeroplane flight at Taiyuanfu the capital. The aeroplane was of local construction, designed by Mr. Schoettler, a Shanghai aeroplane engineer, and was flown by Mr. E. E. Fresson, well-known in aviation circles in China.

According to reports reaching Shanghai the flight was made on September 20 and aroused the greatest excitement among the people, who had never seen an aeroplane in flight. For several days it had been rumoured that the machine would be tested that day and quite early in the morning people were streaming along the road north of the city to the Aerodrome to witness the unusual sight of an aeroplane flying in Taiyuanfu. Owing to the many adjustments that were necessary the machine did not get away until 4 p.m. The weather was uncertain, several thunderstorms being in the vicinity and a moderate wind was blowing from the north.

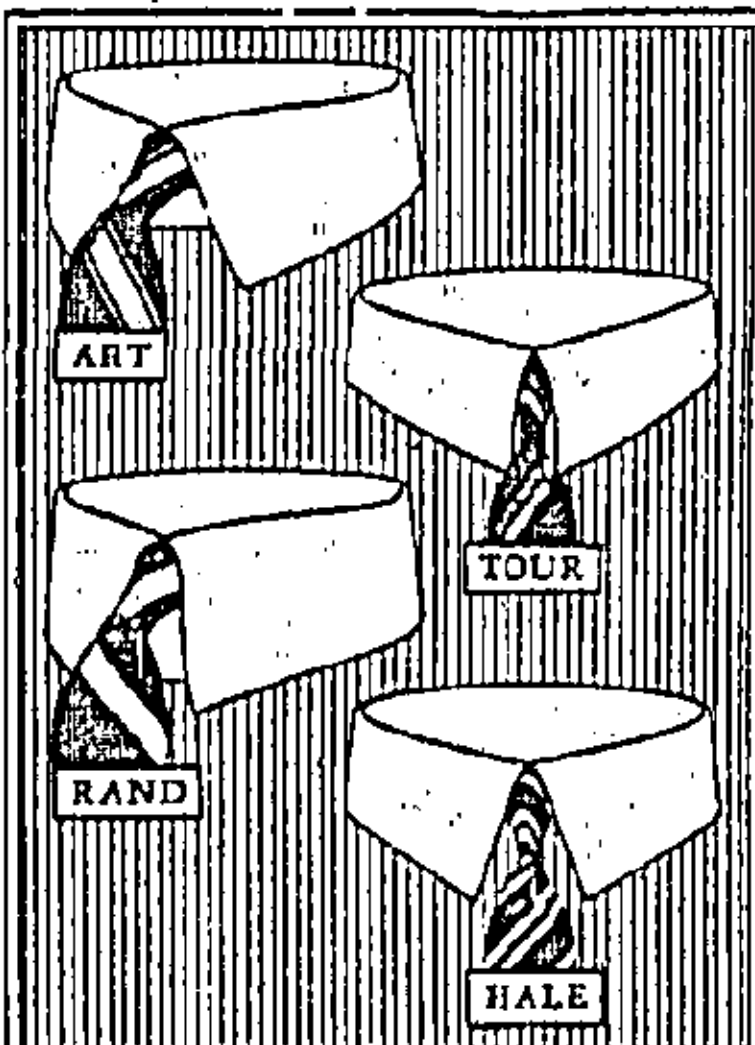
The aeroplane which is finished in aluminium sparkled in the sunlight as it was taxied down the ground to get into position for the take-off. After a very short run the machine was off the ground and as it passed in front of the hangars and spectators, the airman was given a vigorous cheer. After circling around the aerodrome for 10 minutes a perfect landing was effected and the pilot was warmly congratulated by the many people that were present. The health of Mr. Fresson, who is the contractor and organizer of the aeroplane factory, as well as that of Mr. Schoettler, who designed the machine, was toasted in champagne.

The following day a short demonstration was given before the Governor and local officials. As the days proceedings had been published in the previous day's newspaper a large crowd had gathered. Shortly after Tsuchun Yen Shih-shan arrived the machine was in the air and circled in figures of eight over the aerodrome much to the interest of the Governor and his officials, many of whom were witnessing a heavier-than-air machine in flight for the first time.

Upon descending, the Tsuchun shook hands with Mr. Fresson and congratulated him on being the first to fly in Shansi and on a machine made by Chinese labour in his province.

On Tuesday, the same pilot flew over the city for the first time at an altitude of 2,500 feet for half an hour, dropping pamphlets to the population. The streets were crowded and the people cheered and clapped in their excitement at the unusual spectacle presented.

It is hoped shortly to make a long distance flight with this machine in order to obtain fuller details of its airworthiness and staying capabilities.



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DAIRY FARM CO.

A YEAR'S PROFITS.

The annual report of the Dairy Farm, Ice and Cold Storage Co., Ltd., states that the profit for the year, together with the amount brought forward from last year's account, viz. \$6,200.61, and after writing off \$109,316.68 for depreciation and placing \$7,000 on reserve against bad and doubtful debts, and providing for Directors' and Auditors' fees, amounts to \$220,681.74 which it is proposed shall be dealt with as follows:—

To pay a dividend of \$1.00 per share on 200,000 shares \$200,000.00
To add to Fire and Typhoon Insurance Fund 6,794.73
To carry forward 13,887.01
\$220,681.74

ARMED ROBBERY.

SEQUEL TO SHAIKIWAN INCIDENT.

Man's Guilty Conscience.

At the Central Magistracy yesterday afternoon, a Chinese was charged before Mr. S. B. B. McEllderry, with being concerned in an armed robbery committed at a house in Tai On Street, in the Shaikiwan district on September 25.

Inspector Blackman appeared for the prosecution. According to his outline of the case, the complainant, a concubine of a coolie employed at the Takoo Dock, resides at Tai On Street. On the morning of September 25, whilst in the passage, she heard the name of her husband, shouted from the door, which at the time was shut but not locked, and it was suddenly pushed open. The defendant was alleged to have entered and enquired for the husband, who was stated to be away, whereupon he advanced further into the room, and was followed by three other men. The door was closed and the defendant seized the complainant who was carrying a baby, taking her into the rear cubicle.

She was relieved of three finger rings which she was wearing and was then bound and gagged. The defendant went into the kitchen, where he found the amah, who was treated in a manner similar to her mistress.

In the meantime the complainant had managed to escape from the cubicle without being seen and went to the stair-case, where she shouted for help. The defendant

The U. S. Bureau of Standards is working upon the inside of steel girders and cables. The work so far indicates that such flaws produce definite changes in the magnetic properties of the girder or cable. However, there are other factors which also produce changes in the magnetic properties. Accordingly further study is needed so that it can be determined quickly and easily when the change is due to flaw and when it is due to some factor which does not weaken the girder or cable.

A REGULAR PRINCE.

[The following tribute to the Prince of Wales is from an American source.]

Perhaps you are fond of the British.
Perhaps you're the opposite way.
Or possibly doubtful and skittish
At things that they do and they say.
But most folks unite in agreeing
Beyond any manner of doubt,
The Prince is a real human being
The Prince is a mighty good scout.

The smile of the lad is so winning,
The heart of the lad is so warm,
That right from the very beginning
The whole world has bowed to his charm,
A diplomat, gentleman, sportsman,
Whose clothes are a treat to the eye,
A decent and kind-to-all sorts man,
A Prince—and a regular guy.

And though Prince of Wales is his title,
A "Whale of a Prince" will describe
This healthy and zesty and vital
Young son of old Albion's tribe;
His charm—there is none to surpass it—
Is one to delight and convince;
Old England's imperial asset,
A regular guy—and a Prince!

MR. WALTER SINCLAIR.

BIG TASK IN NEW POST.

Some idea of the responsible post now held by Mr. Walter Sinclair, formerly of Hongkong, as Director of Hart House Theatre, Toronto, may be gathered from the fact that in its seventh season, which extends from October 5th to June 12th next, no fewer than fifteen plays are to be produced, all with the exception of four under the personal direction of Mr. Sinclair. This is the biggest season which the Theatre has undertaken, and those who know Mr. Sinclair and his work are confident that it will prove the most stimulating and the most successful ever experienced.

During the six years of the Theatre's history forty-eight productions have been presented. This year, in order that the Theatre's work shall be advanced, important new equipment has been installed—including a large pipe-organ—and the Theatre has undergone a complete re-organization.

The fall list of plays to be produced is as follows:—
Oct. 5-10—"Redemption."
Oct. 26-31—"I'll leave it to you."
Nov. 9-14—"Turandot."
Nov. 23-28—"The Ship."
Dec. 7-12—"Outward Bound."
Dec. 24—"Chester Mystery of the Nativity."
Dec. 28-Jan. 2—"The Rose and the Ring."
Jan. 11-16—"The Angel in the House."
Jan. 25-30—"Canadian Play."
Feb. 8-13—"The Silver Box."
Feb. 22-27—"The Toy Cart."
Mar. 8-13—"Advertising April."
Mar. 22-27—"Good Friday."
April 19-24—"The Mask and the Face."
May 10-15—"If Four Walls Told."
May 24-29—"Magic Plate."
June 7-12—"Hart House Theatre Follies."

In a letter to the Times, Mr. C. Cunningham says:—"I was walking in Kew Gardens a few weeks ago and remarked to one of the uniformed attendants, or keepers, I met there, 'What a capital bird sanctuary this place must be!' Unfortunately, he said, 'it is not so; children come now that it is thrown open all day, and bird-nesting goes on. I have even come across nests from which the young birds had been taken, left lying thrown upon the ground.' He continued that, under present arrangements, it is almost impossible to exercise effective supervision. 'He said he thought boys of about 15 years of age were the worst offenders.'"

Matter as the modern physicist believes, is constructed of fundamental particles called protons and electrons which are in reality units of positive and negative electricity. The forces with which these two different units attract each other are enormous. Professor W. F. G. Swan of Yale University has been calculating these forces. His calculations show that if all the protons in a cubic inch of solid matter could be separated out into one pile and all the electrons could be similarly segregated, that the force of attraction between the two piles, providing they were placed one inch apart, would be 36 times a hundred times a million times a million times a million tons.

BANKS.

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Sterling - \$250,000,000
Silver - \$250,000,000
Reserve Liability of Proprietors - \$20,000,000

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Hongkong, 21st. Feb., 1924.

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For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW, Chief Manager.

Hongkong, 7th. January 1925.

THE BANK OF CANTON LTD.

Head Office Hongkong.
Authorized Capital - \$1,200,000
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Interest allowed on CURRENT ACCOUNTS 2½ per annum on daily credit balances of over \$100.00.

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LOOK POONG SHAN, Chief Manager.

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(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital - \$60,000,000.00
Paid-up Capital - \$18,276,600.00
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Authorized Capital - \$5,000,000
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Mr. C. ARIMA, Manager.

Hongkong, March 11th 1925.

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Reserves France - Fr. 10,790,000.00

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HEAD OFFICE: HONGKONG.
Authorized Capital - \$10,000,000
Paid-up Capital - \$5,000,000
Reserve Fund - \$1,000,000

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Paid-up Capital - Frs. 68,400,000.00
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Paid-up Capital - \$5,000,000
Reserve Fund - \$1,000,000

DIRECTORS:
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Fung Ping Shan, Mok Ching Kong, Li Koon Chuan, Wong Yun Tong, P. K. Kwok, Huiyui Tai, Ng Ching Lok, Kan Yan Po, Fong Wai Ting, Chan Ching Shuk.

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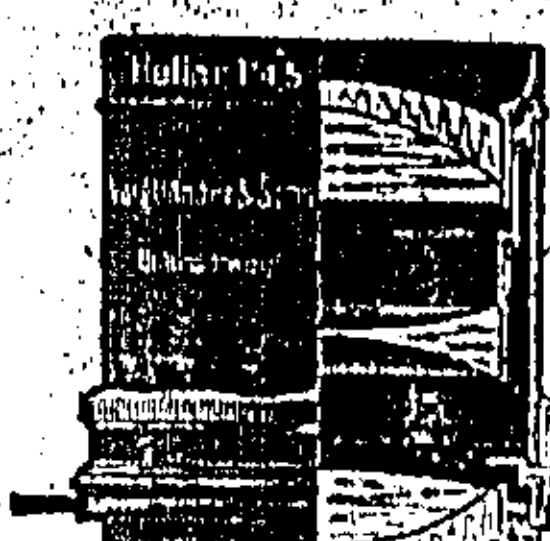
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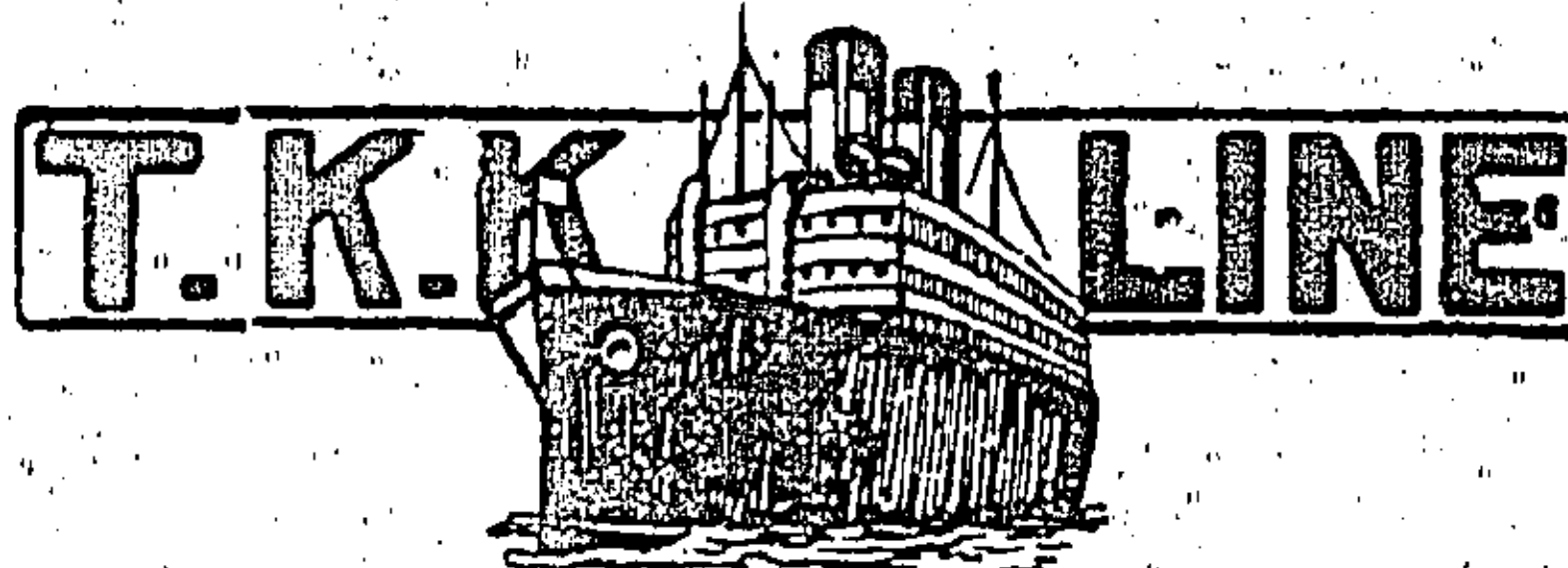
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PRESIDENT WILSON Oct. 24, 5.00 p.m.	PRESIDENT GARFIELD Oct. 25, 8.15 a.m.
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EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 26
1926					
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 25	Jun. 27	Jun. 30	July 3	July 12

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 21	Oct. 23	Oct. 24	Oct. 26
Nov. 4	Nov. 6	Nov. 7	Nov. 9

Passenger Department: Tel. C. 752. Freight and Express: Tel. C. 42.

Cables: "GACANPAC." Cables: "NAUTLUIS."



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Toba	Java	In Port	18th Oct.	B'ton, B'via
Tjitaroom	Japan	In Port	20th Oct.	Amoy & S'hai
Tjilatjap	Java	18th Oct.	19th Oct.	Shanghai
Tjilondari	Batavia	18th Oct.	19th Oct.	M'sar & S'baia
Tjiluwong	N. China	19th Oct.	20th Oct.	S'pore, Batavia
Tjikembang	Shanghai	19th Oct.	22nd Oct.	Batavia
Tjilmanoe	Japan	31st Oct.	2nd Nov.	M'sar. & S'baia
Tjibodas	Amoy	3rd Nov.	5th Nov.	M'sar. & S'baia

via Macassar
via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

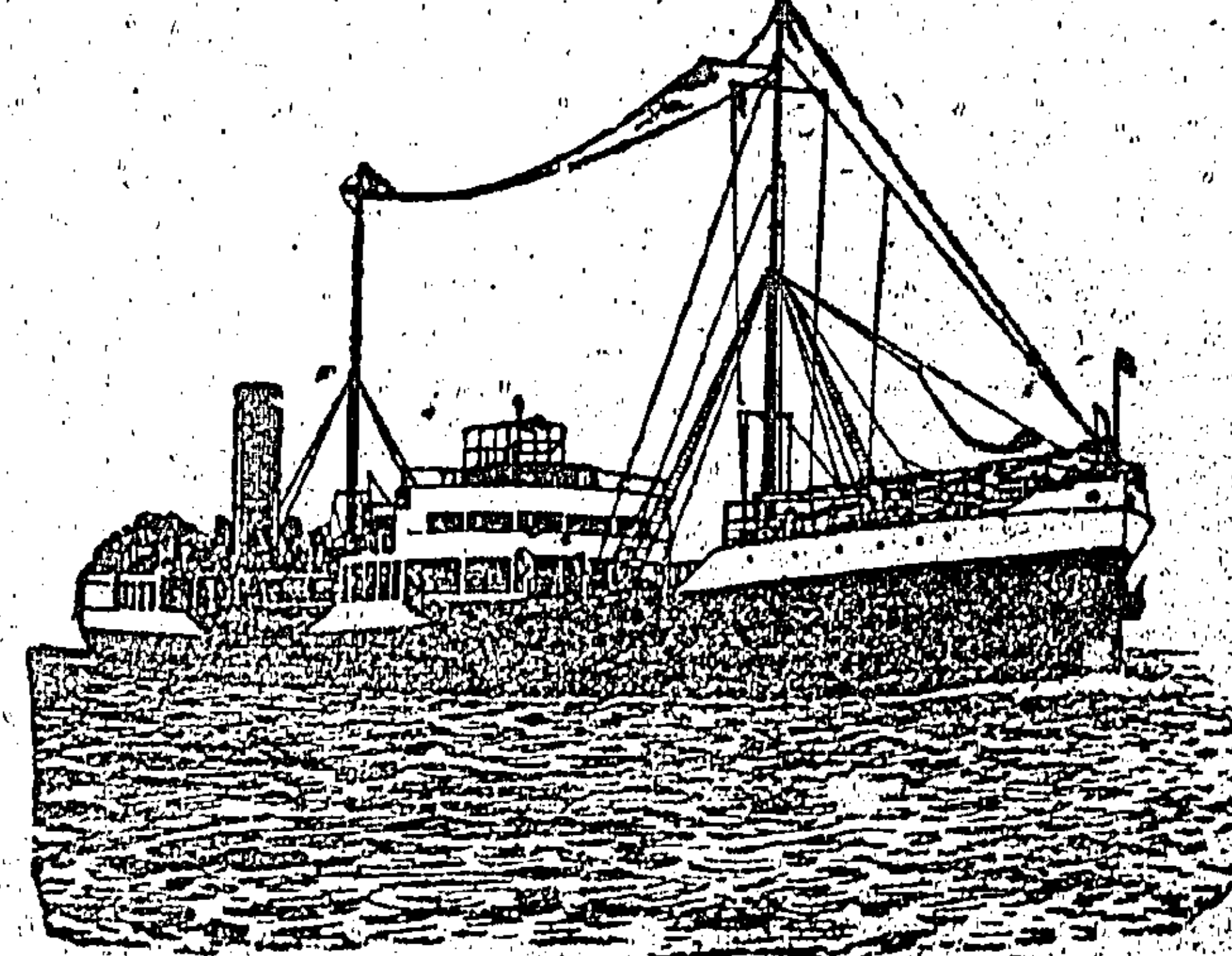
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412, 0' x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager—

R. M. DYER, H. SO. M.L.N.A., Kowloon Dock, Hongkong.



TORTURING HEADACHES.

Are Not Woman's Unavoidable Inheritance.

How They Can Be Checked and Overcome.

The aching backs, tired limbs, attacks of faintness and headache upon headache from which so many women suffer at periodical intervals indicate plainly that the blood is at fault, the nervous system is not functioning properly and tonic treatment is needed. To innumerable such women sufferers Dr. Williams' Pink Pills, the blood and nerve tonic of world-wide renown, have brought not only speedy relief but permanent emancipation. One of these ladies, Miss Johnna van Rooy, of Molteno, Cape Colony, has recorded her case in the following words:—

"When my illness began one of the first signs that something was wrong was a rapid loss of weight and colour. Then severe headaches attacked me, and at times I thought my head would burst. Soon I had no appetite; a mouthful or two of food satisfying me for any meal. I could not sleep at night, and was always restless. My hands and feet were cold, and I was extremely pale. I was so nervous that the least noise, like the slamming of a door, made me worse. A friend advised me to try Dr. Williams' Pink Pills. She had suffered as I was suffering, and they cured her. I started taking them, and in a short time I noticed a change, and soon after was cured."

Your own druggist can supply Dr. Williams' Pink Pills, or direct from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai, \$1.50 for one bottle, six for \$8, post free.

FAIR PRICES
FRESH STOCK
FINE QUALITY
FAITHFUL SERVICES
TABAQUERIA FILIPINA

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

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Taking Cargo on through Bills of Lading for S. Africa, Java and Sumatra, Ceylon, India, Persia, East Africa, Australasia, including New Zealand and Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

SEMI-ANNUAL ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
MALWA	10,941	17 Oct. noon	Marseilles & London
SICILIA	6,813	26th Oct.	Spore, Pang, Obo & B'bay
KHIVA	9,135	31st Oct.	M'les, Casa Blanca, L'dor, Hull & A'werp
MANTUA	10,902	14th Nov.	Marseilles & London
KALYAN	9,118	28th Nov.	M'les, London & Antwerp
KASHMIR	8,985	11th Dec.	Spore, Pang, Obo & B'bay
MORIA	9,911	12th Dec.	Marseilles & London
KASHGAR	9,005	26th Dec.	M'les, London & Antwerp
MACEDONIA	11,089	9th Jan.	Marseilles & London
KHYBER	9,114	23rd Jan.	M'les, London & Antwerp
DELTA	8,097	4th Feb.	Spore, Pang, Obo & B'bay
MALWA	10,941	6th Feb.	Marseilles & London
KARMA	9,128	20th Feb.	M'les, London & Antwerp
MANTUA	10,902	6th March	Marseilles & London
KHIVA	9,135	20th March	M'les, L'dor & Antwerp

Frequent connections from Port Said for Suez Canal to Constantinople, Lyons, Smyrna and other Levant Ports by Steamers of the Royal Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	26th Oct.	Spore, Penang & Calcutta
EASTERN & AUSTRALIAN SAILINGS (South)			
ST. ALBANS	4,500	4th Nov.	Manila, Sandakan, Thurs.
TANDA	6,938	2nd Dec.	Island; Townsville, B'bane, Arafura
ARAFURA	6,000	6th Jan.	Spore, Penang & Calcutta

The E. & A. S. S. Co. Ltd. steamers will also call at Shanghai, H'kong, Cebu, Colombo, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MANTUA	10,902	16 Oct 5 p.m.	Shanghai, Moji & Kobe.
GARBEA	5,327	22nd Oct.	Shanghai, Moji, Kobe & Osaka
SANTHIA	8,500	30th Oct.	Kobe
KALYAN	9,118	31st Oct.	Shanghai, Moji & Kobe
TANDA	6,938	7th Nov.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P & O. Bldg., Cornhill Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
CARMARTHENSHIRE	17th Oct.	C. R. MATHESON	24th Nov.
GLENSHIRE	1st Nov.	GLENSHIRE	24th Nov.
GLENSHIRE	12th Nov.	GLENSHIRE	24th Dec.
GLENSHIRE	29th Nov.	GLENSHIRE	24th Dec.
C. R. MATHESON	16th Dec.	GLENSHIRE	24th Dec.
GLENSHIRE	24th Dec.	GLENSHIRE	24th Dec.

For Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

AGENTS Telephone Central No. 215, sub-ex. 23 and 3696.

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AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "EURYLOCHUS"	via Suez Canal	19th Oct.
S.S. "LANGTON HALL"	via Suez Canal	28th Oct.
S.S. "PYRRHUS"	via Suez Canal	19th Nov.
S.S. "CITY OF EVANSVILLE"	Suez Canal	28th Nov.

Call at New York first.
Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON; JARDINE MATHESON & Co. Ltd., CANTON

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued for all Overland Common Carriage in U.S.A. and Canada.

Through passage rates to Europe via America S.S. Co. 1410, 0. 544

YOKOHAMA MARU ... Wednesday, 28th Oct. at 11 a.m.

KAGA MARU ... Thursday, 19th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

FUSHIMI MARU ... Saturday, 24th Oct. at 11 a.m.

HAKOZAKI MARU ... Saturday, 7th Nov.

HAKUSAN MARU ... Saturday, 21st Nov.

HAMBURG via LONDON & ROTTERDAM & Ports.

MITO MARU ... Sunday, 1st Nov.

LIVERPOOL via ADEN & MARSEILLES, GLESGOW

TRISHIMA MARU ... Sunday, 8th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st Oct. at 11 a.m.

MISHIMA MARU ... Wednesday, 18th Nov.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 26th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... Monday, 2nd Nov.

BOMBAY via Singapore & Colombo.

TAMBA MARU ... Wednesday, 28th Oct.

CALCUTTA via Singapore, Penang & Rangoon

HAKATA MARU ... Sunday, 18th Oct.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Wednesday, 28th Nov.

SHANGHAI, KOBE & YOKOHAMA.

RANGOON MARU ... Sunday, 18th Oct.

OYELON MARU (Nagasaki Direct) ... Tuesday, 20th Oct.

KITANO MARU ... Tuesday, 20th Oct. at noon.

WAKASA MARU ... Tuesday, 27th Oct.

For further information apply to—

NIPPON YUSEN KAISHA, S. KINOSHITA, Manager.

Tel. Central Nos. 292, 293 & 2422.

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Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "LANGTON HALL" via Suez Canal 28th October.

S.S. "CITY OF EVANSVILLE" 28th November.

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE**

Loading for Manila, Boston, New York.

M.V. "TORRESBANE" via Suez Canal 1st November.

AMERICAN & ORIENTAL LINE**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF TOKIO" 28th October.

For London, Dunkirk, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA**ORIENTAL AFRICAN LINE**

S.S. "SURAT" sails Hongkong Middle November.

Loading for Mauritius, Delagoa Bay, Durban, East London,

Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo,

Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,

Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis

Bay, & Madagascar.

AUSTRAL-INDIES LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City

of Palermo" or "Malatian" to Java, Fremantle, Adelaide,

Melbourne and Sydney, and Vice Versa. Through Freight

and Passenger bookings from Hongkong in conjunction

with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.**"CHANGSHA"**

Due Hongkong 13th October.

Will be despatched on 17th October, at 4 p.m.

FOR

MANILA, PORT BANGA, THURSDAY ISLAND AND

AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND

AND TASMANIAN PORTS.

EXCELLENT FIRST AND SECOND CLASS PASSENGER ACCOMMODATION

AT REDUCED RATES.

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CONSIGNEE NOTICES.**LLOYD-TRIESTINO S. N. CO.**

The Steamship "SILVIO

PELLICO"

From Trieste, Venice, Brindisi,

Port Said, Massaua, Aden,

Colombo, Penang and

Singapore.

CONSIGNEES of Cargo are

hereby informed that all

Goods are being landed at their

risk into the Godowns of the

Hongkong and Kowloon Wharf

and Godown Company, Ltd., at

Kowloon, whence and/or from

the wharves delivery may be

obtained.

Optional Cargo will be forward-

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL;
Telegraphic Address: "CENTRAL, SHANGHAI"

HOTELS,
LIMITED.

In association with the Grand Hotel.
Des Wagons Lits, Peking?

KOWLOON HOTEL

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.
Tels. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

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CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
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THE EUROPE HOTEL.

SINGAPORE.
FOR
COMFORT—FOOD—MUSIC—DANCING

Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe Singapore". **ARTHUR E. ODELL**
Telephone 2740. Managing Director.

POST OFFICE NOTICE.

Postage stamps should be affixed in the right-hand top corner of the address side of all postal articles.

The Radio Service has reverted to normal hours of working. Messages may be handed in at any hour of the day or night during General Post Office hours at Radio Counter, Main Hall, at all other times messages should be taken through the corner entrance at Pedder Street and Des Voeux Road to the Radio Office on the 3rd floor of the building. These doors will be closed after 10 p.m. but admittance may be obtained by ringing the night-bell.

Radio Traffic with Canton is suspended until further notice. Interport Radio Telegrams are subject to delay. Messages in Code must have name of Code used included in text.

INWARD MAILS.

From	Per	Due
Shanghai	Kanchow	October 17.
Java	Tjisondari	October 18.
Straits	Kitano Maru	October 19.
Japan	Aki Maru	October 19.
Canada, U.S.A., Japan, Shanghai and London via Canada, London 19th	Emp. of Canada	October 20.
(Suez)	Sun-Ning	October 20.
Shanghai	Fushimi Maru	October 23.
Japan		

OUTWARD MAILS.

For	Per	Date
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Malya	Sat., Oct. 17. Reg. 9.45 a.m. Letters 10.30 a.m. (Due Marseilles 13th November.)
Holhow, Pakhoi and Haiphong	Teau	Sat., Oct. 17, 9.30 a.m.
Japan and Honolulu	Anjo Maru	Sat., Oct. 17, 3.30 p.m.
Bangkok	Kwangchow	Fri., Oct. 17, 3.30 p.m.
Manila, Australia and New Zealand via Thursday Island	Changsha	Sat., Oct. 17. Parcels 11.00 a.m. Registration 4.15 p.m. Letters 5.00 p.m. (Due Thursday Island 31st October.)
Fort Bayard, Holhow, Pakhoi and Haiphong	Hanoi	Sat., Oct. 17, 5 p.m.
Shanghai	Carmarthenshire	Sat., Oct. 17, 5 p.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sun., Oct. 18, 9 a.m.
Haiphong	Tonkin	Sun., Oct. 18, 9 a.m.
Java via Batavia	Tjiporeem	Sun., Oct. 18, 9 a.m.

*Correspondence bearing vessel's name only.

"NY CARLSBERG" BEER.

THE FINEST DANISH BEER.

Price per dozen pints \$3.00 duty paid.

Sole Distributors.

CALDBECK, MACGREGOR & Co., Ltd.

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 11, Ice House Street, in the City of Victoria, Hongkong.

FRENCH PARLIAMENT.

Socialist Criticism Stifled.

London, 15th September: The postponement of the reopening of the French Parliament till the end of October is a distinct rebuff for the Socialist Party, which petitioned its immediate summoning on account of the situation in Morocco and Syria.

The Paris correspondent of the Times says these are the very reasons for the Government decision.

The Government hopes decisively to have defeated Abd-el-Krim before the rainy season, but it wants a fair margin of time for the effects of the offensive to be felt and does not want General Petain to be hampered by parliamentary criticism.

The same applies to the punitive operations in the Jebel Druse, shortly beginning.

Abd-el-Krim's statement that the Franco-Spanish terms were not communicated is denied by General Lyautoy, who authorizes the Tangier correspondent of the Times to announce that they were communicated the moment it became clear Abd-el-Krim did not intend to apply for them.

Abd-el-Krim is deliberately lying, when he pretends he did not receive them.

FALL OF WAICHOW.

CONFIRMATION OF REPORT.

Canton Oct. 16.—The Red forces have captured Waichow and taken a large number of prisoners. Reuter.

THE SHANGHAI INQUIRY.

FURTHER POLICE EVIDENCE.

Shanghai, October 16.—Evidence at the inquiry to-day comprised the testimony of police officers who were with Inspector Everson during May 30 and was principally a repetition of Inspector Everson's evidence.

Detective Sergeant Tabrum, replying to Sir Henry Gollan, said the only reason he could see for the sudden change in the temper of the crowd was the arrest of the original students and incitement to violence by their friends.

Detective Sergeant Papp said some students in the crowd, speaking German, told him a thousand students were demonstrating all over the settlement that day against the Japanese. Reuter.



Departing Maid: "If any letters come for me please forward them!"

Mistress: "I will—if there's enough room on the envelopes for another address!"
Sondygnisse-Strix, Stockholm.

WRETCHED RUSSIA.

Dead Level of Existence.

London, 17th September: "Hard work and no comfort," sums up the condition in Moscow, according to a returned traveller, who declares that it is impossible to purchase anything beyond bare necessities.

Every kind of comfort and luxury has vanished, leaving a dead common level of existence.

There is literally nothing in the shops. Even picture postcards are unobtainable, except those of Lenin, Trotsky, and the other national heroes.

A baby's crying is an unnecessary noise, deposes a London doctor, with a vehemence that suggests that this doctor himself is lifting up his voice in order to let the world know that he exists. He says the reason a baby cries is chiefly that it seeks to imitate sounds it has heard. He cites an infant who became a post in a hotel because it imitated the fog-horn it heard on shipboard, and another baby that acquired the habit of whistling like a locomotive because it lived near a railway station. Most of those whose acquaintance with babies is domestic rather than clinical will not be very much impressed with the doctor's statement. They prefer to believe that a baby cries because he knows it pays to advertise. He won't be happy till he gets it, whatever it is, and the straight way to the fulfillment of his wishes is to let the world know that he is alive and kicking.

Entertainments.



TO-DAY at 2.30, 5 sharp, 7.15 and 9.30

FINAL SHOWING IN HONGKONG

of

THE THIEF of BAGDAD

8,000 people saw it at The Coronet
By Tonight 10,000 more will have
seen it at THE QUEEN'S.

Do not Miss Your Last Chance

THE STAR

TO-DAY at 5.30 and 9.15 p.m.

PAULINE
FREDERICK

in

SMOULDERING
FIRES

TOD
SANBORN

and

his
XYLOPHONE

ST. VINCENT DE PAUL.

LOCAL SOCIETY'S WORK FOR THE POOR.

The charity season is at hand. One bazaar is now in progress at the French Convent, the Ministering Children's League's big special effort is fixed to take place in the grounds of Government House next Saturday, and there are other functions of a similar character, which are due to be held within the next few months, including that of the Society of St. Vincent de Paul, which usually occurs in December. Times are bad and the charitably disposed are not blessed with abundant funds, and although these events may suffer accordingly, it is sincerely to be hoped that the public will accord as generous a measure of support to the various appeals as possible and thus encourage the earnest and self-sacrificing efforts of the workers engaged in their labour of mercy.

Mr. J. M. Alves, the President of the St. Vincent de Paul Society, has shown us a copy of the balance sheet for last year, from which we gather that the total income for the year was \$23,628.44, of which Rose day brought in \$5,409.43 and the al fresco fete in the Cathedral compound no less a sum than \$15,622.67. All the money was spent with the exception of \$559, which has been brought forward. In relief for poor individuals some \$12,000 was expended. The schools maintained by the Society called for an expenditure of \$1,821, the total sum on education being over \$3,400. A sum of \$1,075 was devoted to the Home for the Aged Poor at Kowloon Tong, while a special grant of \$5,500 was made for the Building Fund. In addition, various small sums were distributed to individuals and institutions, and grants amounting to \$1,537 were made to various Convents and conferences, approximately half of this amount being devoted for Christmas gifts. The Society's interests increase year by year, and consequently every little contribution helps. The same generous support which has been accorded the Society in the past is as necessary this year as before, and we hope it will be forthcoming.

SHIPPING ON CHINA COAST.

PROTECTION FOR BRITISH VESSELS.

The anxiety felt by those engaged in shipping on the China Coast, arising out of orders which were reported to have been issued by the Canton Government recently, was represented to the Foreign Office by the Imperial Merchant Service Guild as representing the captains and officers in British ships affected. The Foreign Office now informs the Guild that the Provisional Government of Canton, in reply to enquiries made by the British Government, has denied that they authorised the issue of such regulations.

The situation in Canton and in China generally says the *Journal of Commerce*, is engaging the closest attention of the Government, and it is fully realised how seriously the interests of British commerce and of the British Mercantile Marine are affected. The Foreign Office state that there will be no hesitation in taking firm action to protect British shipping and commercial interests, when assured that such a course is desired in the best interest of the Empire as a whole.

The difficulties of the position as regards the Government taking any independent action are explained. The provocative attitude of the group of extremists now in control of Canton (which is independent of Peking) may be deliberately calculated to provoke retaliatory measures, whereby they hope to gain in popularity in their own country and to single out Great Britain as the oppressor of China.

The Government will not hesitate to take strong action if they are quite satisfied that by so doing the situation can be permanently improved, but rather than acting independently they would prefer to take such action in conjunction with other powers whose Treaty rights are equally at stake.

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